



# **messing about in BOATS**

*Special Features This Issue*  
*Maine Boatbuilders' Show*  
*Hudson River Cruise & Lake George Saga*

Volume 13 – Number 24

May 1, 1996



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# BOATS



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Volume 13 - Number 24

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## In Our Next Issue...

We'll try to catch up on all the promised articles that got crowded out of this issue by our lengthy Maine Boatbuilders' Show photo feature.

Mike Lavecchia tells us how it was organizing a wooden boat show in "A Day on the Lake".

Out on the water, Bob Gerfy at last gets to tell us about "Stormalong's First Season", Barry Donahue chronicles the "Log of the Mary B.", Kitty Button recalls the day as a 12 year old skipper she "Almost Drowned the Russian" and Smiljka Fitzgerald reports on her husband's working out life's frustrations in "A Rincon Sea Adventure". And John Conway continues his serial, "The Family, Me and the Catboat".

From the boat shop, Bob Archibald reports on the progress of "Wizard, Loose Moose on the Loose", Alan Fitzgerald tells about "Building Wee KidKanu", Ira Goldstein details "The Herring Skiff" and David O'Steen speculates on the future of those quick & dirty boatbuilding contests in "22 Flat".

Designs will feature Tony Dias' "Orca 10 Junior Sail Trainer" and Bill Clements' "Nord Koster Canoe Yawl". The trimaran series continues, featuring Phil Bolger's "3-Meter Tri".

Useful techniques should include William Longyard's "How to Put an Engine in Your Kayak", Peter Berman's "Storing Your Kayak", and Marc Pettingill's "Getting the Most from the Bosch 7000 Detail Sander".

## On the Cover...

Mahogany runabouts going someplace, on a four day cruise up the Hudson River from New York harbor to Lake George. Dave Arundel tells us all about it in this issue with Henry Smith's photos featured.

## Commentary...

Another very successful Maine Boatbuilders' Show has passed, and once again we returned from our three day's of total immersion wearied but inspired. There's nothing better than personal contact with so many small boat folks to rev up my enthusiasm for our magazine, the projects here and the imminent return of on the water activities.

Twenty two hours at the show is a concentrated commitment of my time, different than "normal". While the normal day to day activities putting out this magazine comprise a variety of activities, both in the office and out on local errands, I work mostly alone. The eight hour days at the boat show are concentrated on meeting people, introducing the magazine to potential new readers, greeting many of you who visit our booth, and cruising the show in search of photos and news for our feature report, visiting exhibitors who are offering products or services germane to our interest.

It's this interaction with all of you that is both inspiring and wearying. It's talk, talk, talk all day long. Interesting talk, informative talk, even inspiring talk, but lots of talk, something I typically do not do day to day here. Jane helps out by running our booth much of Friday and Sunday so I can cruise the show in search of whatever it is I find will be material for my report. Saturday I spend at the booth. Eight hours in the booth, it's like a real world job. So that's what it's like, working for a living!

During my booth time I get to meet many of you who stop by, and some of you have interesting tales to tell me. I enjoy hearing them. I also get to explain to others what this little magazine is all about. Even though the 8,000 people who came to the show presumably are interested in the sort of boats and boating we are, the majority are still unaware of our magazine. This comes through in the usual inquiry, "Is this a new magazine?" To which I reply, "It was in 1983, but not anymore after more than 300 issues." All those issues, all those years, and this small boat guy has only now discovered us.

We usually take a quick tour of the show prior to its opening on Friday morning to get an idea of who and what are there for future investigation. Setting out on this preliminary cruise is somewhat akin to heading out on an early season paddle, maybe I've been there before and seen much of what's to be seen, but it still seems somehow refreshing. With some idea now in mind of what I want to investigate in more detail during the show, I then commence to split my time between booth and cruising. Even though Jane handles things nicely at the booth, I do want to be there some of the time to say hello to those who stop by.

Over the three days I probably make ten or twelve circuits of the show, I have not set up an itinerary that methodically progresses along the list of exhibitors I think I want to visit. The random cruising almost always brings me in contact with people I might otherwise miss, for others are also cruising the show and its the crossing of our courses that often brings me in contact with interesting people and news. Each of these contacts can run into lengthy stops for there's no tight schedule involved here, the luxury of spending as much time as I wish, or the person with whom I'm talking wishes, permits fully satisfying exchanges of ideas and information.

I am not an objective journalist, I am very much guided by my own preferences and interests. So I tend to be sure to visit all my friends in the trade, including my loyal advertisers, and so you'll find each year I often have news of familiar builders and what they are doing this year. A major pleasure in such a gathering is having this opportunity to renew personal contact with a wide range of the people I've come to know in this game, all in one place. I could never find the time to travel around to visit them at their shops.

But I also undertake to broaden my world of acquaintances in this game by getting to know people new to me with boats or products that catch my fancy. Every year new ones turn up, and it is this infusion of the new that sustains the vitality of this show. This applies to the whole small boat game too, there's an ongoing entry of new hopefuls, because it is not prohibitively expensive to start a small boat shop or develop a new small boat product. Staying in it and making it a livelihood are the real challenges, not always successfully met.

So it's cruisin' and schmoozin', a wonderfully intensive and absorbing opportunity to meet so many interesting people and see what they are offering or doing. The "amateurish" nature of the majority of the business owners and "professionals" is so pleasant, real enthusiasm for what they are doing, not canned sales pitches from some sales training program at the "company". I suppose marketing pros would find this all rather appalling, all these people trying to interest the public in what they have to offer in such a funky old place, with homemade exhibit booths and home grown sales pitches that come from the heart and not from an MBA training.

The pleasure is still there in the small boat game, even if a lot of dollars are not for most. Most of these builders and small suppliers are doing what they do because they love their work, and hope to make decent living from it. If they wanted to "make money" there are more promising opportunities out there in consumerland. But the pleasure would be gone.

# Small Boat SAFETY

## Your Charts and You

By Tom Shaw, U.S.C.G.A.

How good are your charts? There are two possible answers and both are correct. The first is, "My charts are as good as they make them." The second is, "My charts are as good as I make them."

There is little question that, with budget restrictions, our nautical charts are not only more expensive than in days past but are also issued less frequently. It is entirely possible that when you purchase "the latest edition" of a chart it will be several years old and there will be significant discrepancies. As one example, the summer of 1995 saw a major "re-numbering" of the buoys in the Cape Fear River, but the new numbers are not indicated on the "latest" chart.

Never before has it been so important for each skipper to subscribe to the (free) "Local Notice To Mariners" available through each Coast Guard District office and to regularly and constantly update his charts in light of the changes reported in the "Local Notice."

But there is another aspect to having accurate charts. No matter how recently a chart has been printed, it is only as good as the information the chart-makers have received, and every recreational boater has an opportunity and an obligation to file chart update reports.

Is a buoy off station? Is a light showing an incorrect sequence? Has a daymark been vandalized? Has a piling been knocked over by collision or storm? Has your depth finder indicated a shoal where there was no shoal before? Are there missing timbers or protruding bolts in the fenders of the bridge you used?

As you travel familiar waters, check the Aids to Navigation and make sure that what is

shown on your chart is what you actually observe. If there is a discrepancy, REPORT IT.

There are three classifications of discrepancies.

**CRITICAL** discrepancies are those where failure to report may result in the loss of life or damage to a vessel, e.g., a buoy off-station, missing, capsized. Report immediately by radio to the nearest Coast Guard Station.

**URGENT** discrepancies are those where failure to report will result in NO danger or loss of life or vessel damage BUT may contribute to grounding or stranding, e.g., a missing daymark. Report by telephone at first opportunity. (Note: There is a fine line between "critical" and "urgent." When in doubt, report by radio.)

**ROUTINE** discrepancies are those where failure to report will result in very low likelihood of grounding or stranding but corrective

maintenance is necessary, e.g., fading daymarks or aid obscured by foliage or bird nest. Report by mail.

In all reports give location (using bearings to fixed objects where necessary), chart number, nature of the aid, nature of the problem, depth of water and date and time of day (NOAA can calculate the height of tide). Report to your nearest Coast Guard Station or, for routine discrepancies, to the nearest Auxiliary unit whose "aids to navigation" officer will complete the proper paperwork. Your participation in chart updating will result in the next edition of the chart being accurate. Never assume that somebody else will notice the discrepancy and file the report for you.

"How good are my charts?" At least part of the answer is, "They are as good as I make them."



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 Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.  
 N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.  
 Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.  
 Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

#### BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.  
 Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.  
 Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.  
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.  
 Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.  
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.  
 Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.  
 Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.  
 John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.  
 Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.  
 Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.  
 Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.  
 North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.  
 Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.  
 San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.  
 South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.  
 Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.  
 Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

#### BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

#### CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

#### MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.  
 Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.  
 The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.  
 Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.  
 Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

#### MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).  
 Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.  
 Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.  
 Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.  
 Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

## Activities & Events Organizers '96...

**The '96 boating season has awakened and there are many activities beginning** to happen out there messing about in boats. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

In the first issue of each month we list all those organizations (and individuals) we have knowledge of in several categories. If you are looking for events and activities that pertain to your own special way of messing about in boats, look up that particular heading and see who is listed. Then contact those of interest to you directly for details of their 1996 happenings.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.  
 Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.  
 Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.  
 Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.  
 Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.  
 Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.  
 Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.  
 Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.  
 Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.  
 Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.  
 Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.  
 Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.  
 Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.  
 Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.  
 Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.  
 Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.  
 Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.  
 Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.  
 Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.  
 New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.  
 New Netherlands Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.  
 North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.  
 San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.  
 South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.  
 Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.  
 Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

#### MODEL BOATING

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.  
 Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

#### ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.  
 Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.  
 Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.  
 Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.  
 New England Beetle Cat Boat Assoc., c/o Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.  
 West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

#### PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.  
 Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.  
 Finlandia Vodka Clean Water Challenge, 300 Central Park West #21, New York, NY 10024. (212) 362-2176.  
 Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.  
 Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.  
 New England Downriver Championship Series. (203) 871-8362.  
 Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.  
 Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.  
 Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

#### ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.  
 Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.  
 Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.  
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.  
 Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.  
 Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.  
 Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.  
 New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.  
 Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

#### SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

#### SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

#### SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.  
 Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.  
 Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Washington Small Boat Messabout Society,  
Bob Gerfy, Seattle, WA, (206) 334-4878.

### STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Museum of Wireless & Steam, Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

### TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

### TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

### TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

### WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

### WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.


### IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

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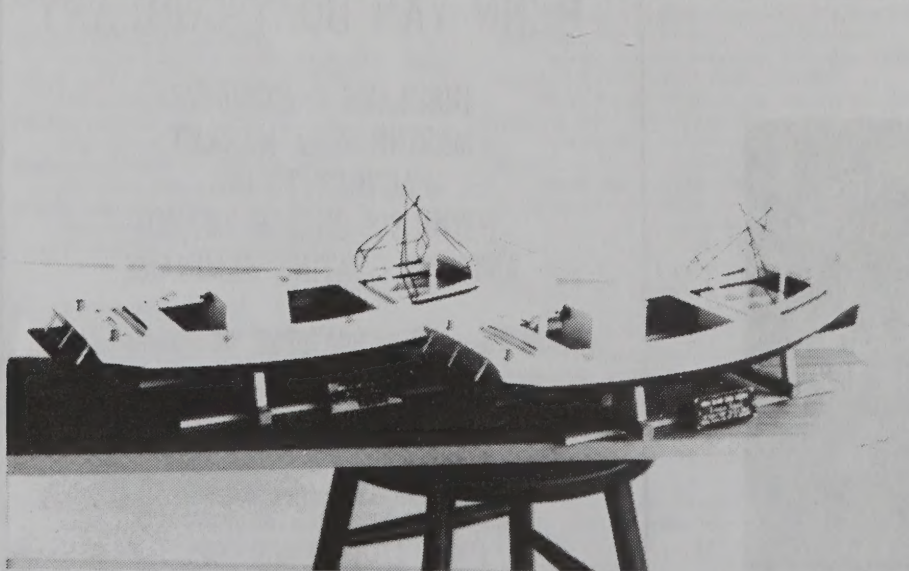
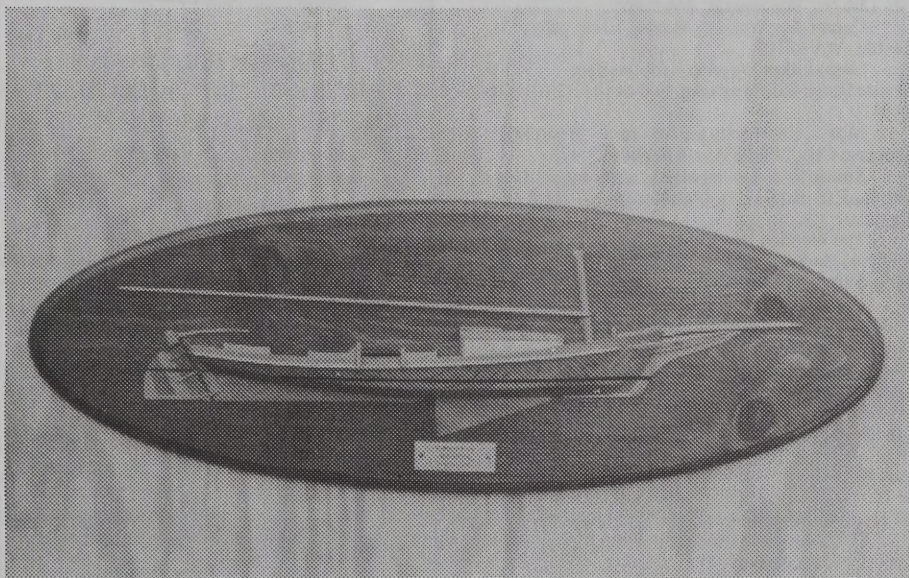
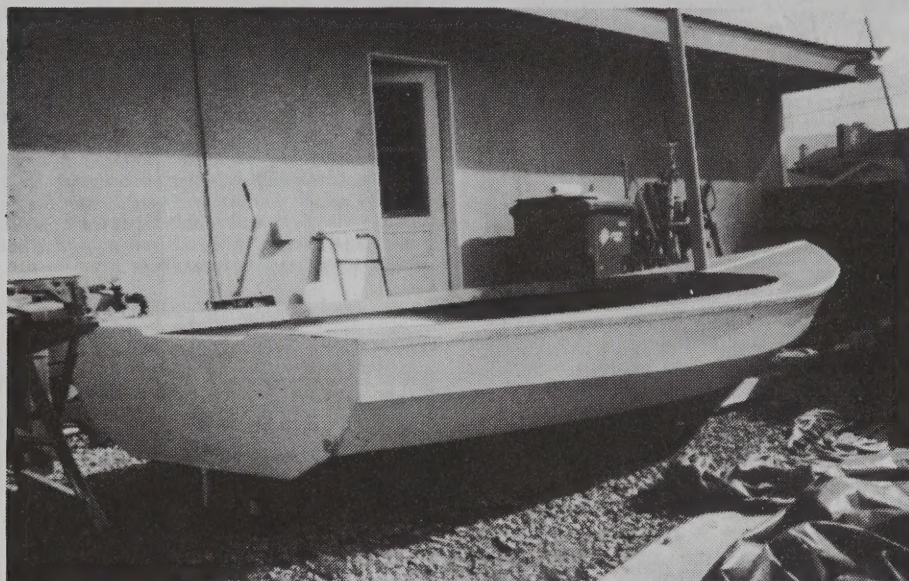
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## Your Projects...

### **The Kit Was Great**

Here is photo of my current project, one of Fred Shell's Swift 14's. The kit was great. All the parts pre-cut, pilot holes all drilled, etc. I can't say it went together without a hitch, but any errors were mine, not Fred's. Almost three gallons of epoxy went into the project and about 67 reams of sandpaper to get rid of the gobs of epoxy that ended up where I didn't want them.

After I was almost done I found a tool called the Stanley Surformer (looks like a rasp with the teeth punched through a hardened sheet of steel with a frame and handles) does a better job of taking off epoxy spills than anything I have. A belt sander will take off the epoxy but is liable to get too deep, the orbital sander just isn't powerful enough. and when I tried to chisel off the gobs, oftentimes the top ply of the wood came off too.

John Meacham, Rowland Hts., CA

### **Great Grandfather/Grandson Project**

I greatly enjoyed W.G.Hall's article on "Designing Plywood Boats" in the March 1st issue. Following his advice I had the layout sheet copied onto hard stock. This was then turned over to my 6-1/2 year old grandson who cut out the pieces and scotch taped them together aided only by my fingers acting as a vise.

He derived great satisfaction from completing his first model boat and is eager to build more. I recommend this to any youngster-sitting grandparent faced with a rainy day.

Paul Coble, Jamestown, RI.

### **Skipjack Models**

I notice many readers mention an interest in models, sources for plans, etc. Here are photos of my half model of the skipjack *Messenger* (I've made 22 of these) and a scale model of the Smith Island crabscraper *Jessica Lynn*. I lift dimensions from hulls and yachts, draw the lines plans, make the models. I spend a lot of time studying workboats hauled out at yards.

If I can be of help to anybody regarding materials, short cuts, plans, jigs, etc. please inquire.

Joe Gregory, 301 Janis Dr., Yorktown, VA 23692.

### **Quinnipiack Moving Ahead**

The work on the Schooner *Quinnipiack* is moving ahead. The transom frames and planks have been replaced as needed, and now work has begun on the bow where the breasthook and upper part of the outer stem must be replaced, along with the knightheads and a portion of the covering boards. A big job, but it has to be completed by mid-April when our sailing season begins.

Elliott Wilcox, Schooner Inc., 60 S. Water St., New Haven, CT 06519.

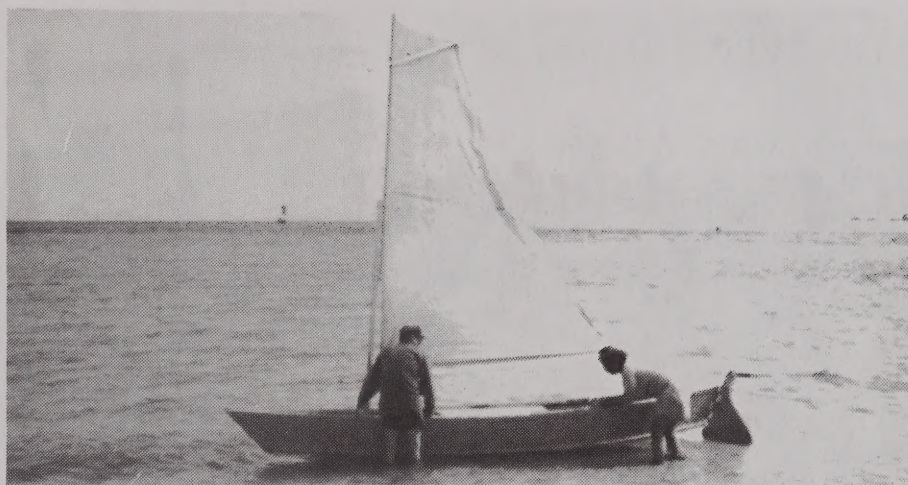
## Panhandle Projects & Dreaming

The Sunday before Halloween, my building partner Alan and I made our last planned official sail of the '95 season. Good wind, comfortable air, no mosquitoes and the water was still 80 degrees. Autumn in the Florida Panhandle, it's great. All the debris from Hurricane Opal floating around makes for some navigation hazards though. Of course the powerboaters just keep blasting on through.

I grew up in Rhode Island and there's a lot I miss about New England, but you can't sail in a pair of shorts at the end of October there. And as for rocky shores, I thought I saw a rock here once, I may have been mistaken.

Our current boat is a 17 foot double ender, doorskin and 3/8 ply with stout gunwales and a 1"x 6" treated plank for a bottom stiffener. The rudder is mounted with door hinges, the daggerboard, mast and (poly) sail were taken from the Bolger Brick we'd built earlier. The deck over the daggerboard trunk is framed with 1"x 2" fir that is arched and bears against the bottom and the gunwales, adding strength and stiffness. She's a delight, does 5 knots consistently with exhilarating higher bursts.

A similar hull is forming in my garage, this one will receive a sloop rig and a few construction refinements of the "lessons learned" variety. At \$200 and 90 pounds, we're pretty happy with the results. There might be more sailing through the winter, but none of the whole family-at-the-beach type. More like "great day, let's go!". We hope to sell this one



to make enough to have a "real" sail made for the next one, although we've taken a shine to the convenience and price of tarp sails.

All this material spread out over recent issues on trimarans gives me time betwixt issues to let it mix around in the old noggin. Or more properly, time to fester into a posterboard model building frenzy on the kitchen table. Wouldn't be a problem except for all those plates and food my wife always wants to put on my indoor planning loft. Hmmm... trimarans, hull in the garage, building season. What an idea! I have to call Alan. Hon, will

you please get that roast chicken off the table?...

Finally, I'd like to get in touch with other folks of our ilk in the Panhandle. I know there are a few and some must receive *Messing About*. I'd like to get together for chilled beverages, roasted animal flesh and most important, general messing about in boats. Miles of National Seashore with sugar sand (camping permitted!), protected sailing on the Intracoastal, what more do we need! Give me a call at (904) 458-0577.

Ed Magowan, 4824 Midas Rd., Pensacola, FL 32526-1145

## Your Needs...

### Looking for International Daysailer Owners

I have a 20'-21' International Daysailer built in 1977 in Jacksonville, Florida I'm told. The name on it is *Streaker*. I would like to correspond with any readers who own one of these boats.

I am a latecomer to sailing, learning at age 57.

Nancy Thompson, 366 Dotson Dr., Sherwood, MI 49089.

### Tiki vs Tremolino Tryout

I've very much enjoyed the series on trimarans. My interest is in a camp cruiser in the 20'-26' range.

While I realize you stated at the beginning of the series that you weren't including articles on catamarans, I would be really interested in reading about cruising cats.

If you could run a comparison of a Wharram Tiki and a Tremolino, that would be a great article.

Dave Stebbins, Richland Center, WI.

**Editor Comments:** We will be moving into catamarans soon, as it appears from now on that multihulls of all sorts will become a regular part of the mix of boats appearing in the magazine.

### Easy Setup Multihull Overnighter Wanted

My brother and I have come to the same conclusion as you have about multihulls. Some years ago we rented a Hobie 14 at Nags Head, North Carolina, and it was like driving a very neat sports car. Ever since then we have found it hard to get back into sailing our Mustang 17' daysailer on Chesapeake Bay.

We have been to the finishes of several

of the O-Star and C-Star multihull ocean races and have been fascinated by the multihulls we have seen. One of them was the *Third Turtle*, which is now located on the Chesapeake and we believe was designed by Dick Newick.

We have a review of his Argonauta 26 and the writeup you had on his Sparc, both of which interest us. In a smaller size we have the information from Fred Shell on his Clipper 18, also interesting.

What we are looking for is a trimaran that is easy to trailer and setup, can be drysailed and has overnight accommodations. We know we should not put off a decision too much longer because we are both in our 50's.

John Menard, 923 Courtney Rd., Arbutus, Baltimore, MD 21227.

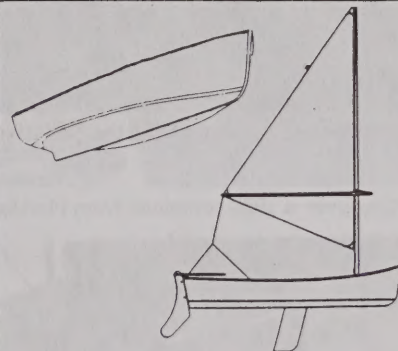
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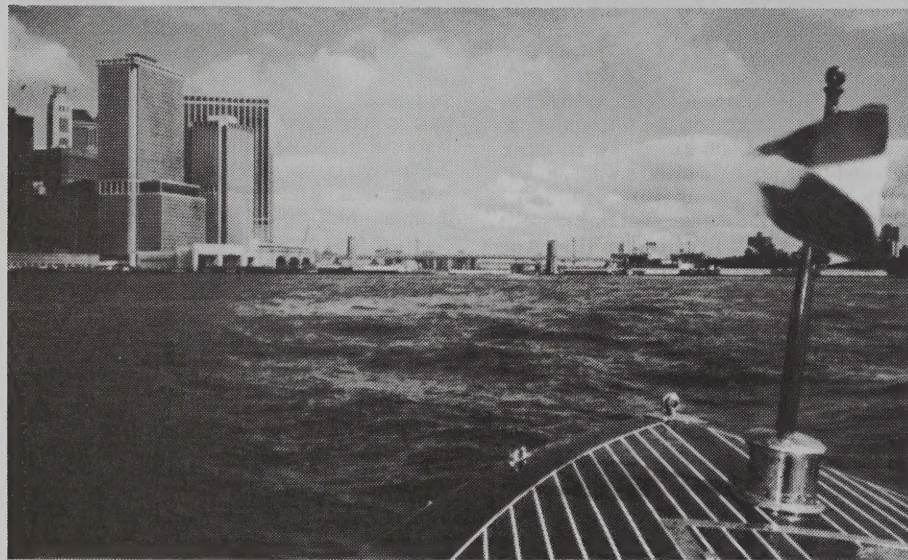
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Salt water boating off the tip of Manhattan.



Battling the tide in Hell Gate on the East River.

Looking over a 1928 commuter from Florida



## The Hudson River Cruise and Lake George Saga

By Dave Arundel

Photos by Henry H. Smith

Our boat club members can be proud that ten of its members participated and, in many ways, led the charge in the "Hudson Extreme" River Cruise in late September. Todd Warner and Dana Bruzek hauled out Todd's 1964 Gage Hacker. Jeff and Nancy Stebbins brought their 1928 Hacker 24' triple cockpit "Sadie" and Bob "The Old Tipster" Johnson and Beth Kessler brought along the unusual 1931 27' Meteor triple cockpit "Goldie." They were joined by chapter members Mike and Sue Favilla and my wife Shari and myself.

Twenty boats gathered at the Washington Irving Boat Club in historic Tarrytown, New York, about 20 miles north of Manhattan along the Hudson River. It will be impossible to even begin to recap the vast number of memorable experiences we had; I'll have to stick to the highlights. Be forewarned.... if you really want to fall in love with "messing around with old boats" ... these types of trips are addicting! The cruise was a one-day circle down the Hudson and around Manhattan Island, followed by three days of cruising up the very historic portion of the Hudson that flows to New York City from Stillwater, New York.

Other boats present included a number of 30', 1930's vintage Hacker triple cockpits. The stunning 1930's 35' Hutchinson commuter of Mike and Ann Matheson, a recently restored 28' Sea Lion triple cockpit from California, "Black Arrow," had the most enthusiastic crew with matching embroidered clothing and assorted politically incorrect Indian gag items to promote the Black Arrow theme. There was a Dart, a number of antique Chris Craft triples and the mighty "Red Arrow," a replica of a 1930's vintage of a Garwood triple complete with spotless and mighty Liberty V-12 engine.... this is a serious boat ... costing a reported quarter of a million dollars. There were a total of about 100 people on 20 boats although, due to attrition, we lost two boats. As far as I know, no passengers were lost.

If you love water and boating, you will never forget the motoring down the Hudson, past numerous piers, including one housing the esteemed Queen Elizabeth 2, and spotting the Statue of Liberty in the background. The Hudson has quite a tide and is salty at this point on the west side of Manhattan. This was quite a challenge for boats and skippers. It was one magnificent sight after another; Harlem, the piers, the aircraft carrier *Intrepid*, the Empire State Building, the Chrysler Building, and finally the magnificently restored Ellis Island, where millions of immigrants were processed in the late 1800's and early 1900's.

And then - the "Lady" - also magnificently restored. We all met a couple of hundred yards offshore of the embankment that surrounds the Statue of Liberty. Suddenly the sun came out and visually it was almost too much. The Statue, the incomparable Manhattan skyline and about 15 gorgeous wooden works of art bobbing around in respect We lingered for about a half hour and then continued up the East River, along the East Side of

Manhattan. The Brooklyn Bridge, the United Nations and, about every 100 feet, some sort of hull-threatening debris in the water. In "Sadie" Captain Stebbins managed to avoid all but one log coming down the west side. The largest object we avoided was a half submerged wood pallet!

You must believe me when I tell you this was some hairy boating. Twenty-four to thirty foot wood boats are barely sufficient to tackle the tides, waves and whirlpools of these rivers. At one point, Captain Stebbins had the throttle at 1500 RPM, the motor was working hard and the water was rushing by us, but as we looked at the shore, we were going nowhere! It gave us all some mean vertigo. It took 1500 RPM just to stay stationary in the oncoming tide! Left into the Harlem River and back to the Hudson, on up to Tarrytown, weary, wet and exhilarated. Sixty-five miles of amazing boating!

The next day it was north to Kingston, New York. The river widened and became less industrial. Along the way, we passed Sing Sing prison, Hyde Park and West Point. Lunch was provided in the morning and eaten while under way. Some confused the term "bag" lunch with "bad" lunch, but no one went hungry. We docked for the evening at the Hudson River Maritime Museum. For most of us, it was on to the incomparable Reinbeck Aerodrome, in itself worthy of a long article. They have a fabulous collection of pre-1930 aircraft which perform in their famous air show every Saturday and Sunday in the summer. We were treated to a tremendous tour of the entire facility and Jeff "Ace" Stebbins and I were first in line for a quick hop in a 1929 biplane. Stebbins was trying to cajole the pilot into some aerial maneuvers. I was glad I had seen a sign on the pilot's dashboard that read "NO INTENTIONAL SPINS."

That night, it was dinner at the Maritime Museum which featured a 1920's vintage 38' "A" class ice boat. The Hudson in that area was home to some of the wildest ice boating ever in this country: This particular craft had been timed at over 100 MPH! It should be noted here that one of the ring leaders of our off-water activities was...who else.... "The Old Tipster," Bob Johnson. The southerners on our trip are famous for their nicknames and Bob's nick name "Tipster" was shortened to "Tippy" by his good friend Les Rue from Georgia. At the Maritime Museum "Tippy" became a little bored with the goings-on, and the next thing we knew he was using his napkin to fashion a Red Riding Hood-like bonnet for himself. The Minnesota contingent sitting together, one by one, created unique hats of their napkins, adding other props as necessary. Songs were added, as scene was made, and many of our traveling companions were delighted, while others, I think, were terrified. Great fellowship!

The following day was more broad river, passing a number of gorgeous turn of the century lighthouses built right in the river on piles of rocks. We also passed the Erie Canal dumping into the Hudson and headed on to Troy, New York, passing Albany along the way. Each day we covered about 60 miles. Everyone went at their own pace, there were skipper's meetings, maps and advice offered. This is a tremendous way to get more comfortable handling your wood boat. We tied up for the night in downtown Troy and had a fine meal at the Castaway Restaurant. The next morning we

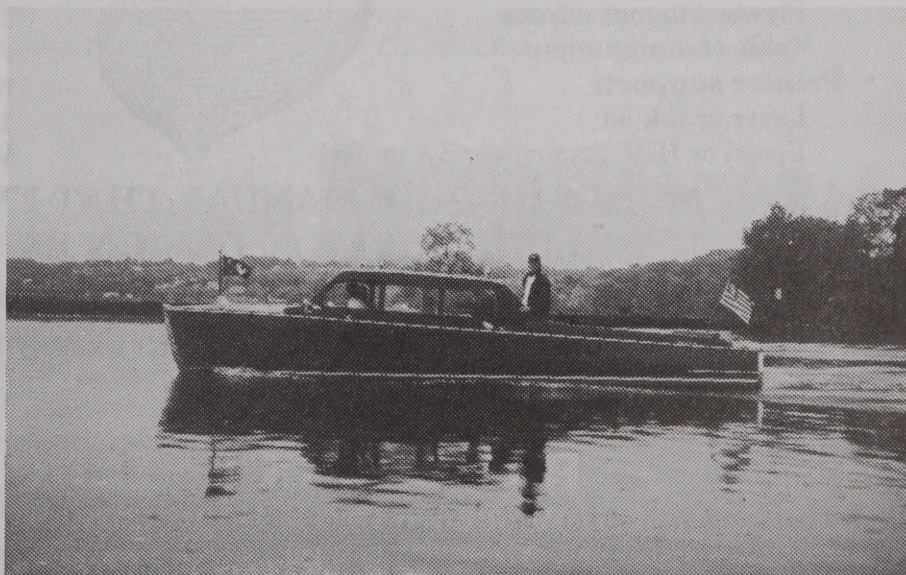


Bo Mueller's Hutchinson Express Cruiser enjoying more tranquil waters.



Loading up the lock at Troy with mahogany.

A closer look at the Mueller's Hutchinson.



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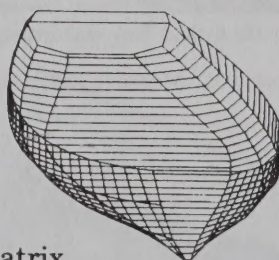
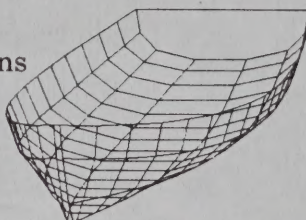
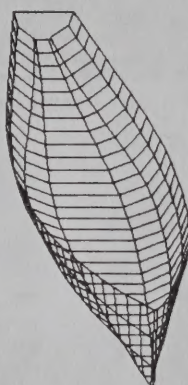
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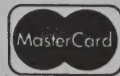
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got underway early and got through five locks on the New York State Canal system. Again, this was a confidence builder. We locked through together, 18 woodies tied up on the locks. What a sight! The locks were all different and rather charming in their own way.

We reached our destination of Stillwater, New York and then the fun began...hauling out. This was a spectator sport at its finest. One by one the rigs were backed into the water to extricate their precious cargo. Lake George sent a team down to high pressure spray all hulls for milfoil. Once you see Lake George, you understand their concern and the effort they put into keeping their lake pristine. Onto the trailers and about one hour drive to Lake George.

It should be noted here that "Tippy" Johnson was constantly challenging all comers to high speed races. Many have felt that the stated displacement of his Scripps engine is a disguise for a full-blown, supercharged, triple hemi, 590 cubic inch monster that lurks in his engine compartment. Tippy's usual approach is to sneak up on his opponent and then slowly turn his cap, bill to the rear. This is the signal that he is ready to race. I have been in his craft during one of these races, and the only words I heard from his lips were shrill cries of POWER, POWER, POWER! As far as the records show, he was undefeated during the

course of our time in New York. Tippy is what you would call "sneaky fast." What a driver...what a boat.

The next four days were spent at Lake George. There simply can be no finer body of water in this country. It is the stuff that legends are made of and, as many of you know, it is the setting of James Fennimore Cooper's *Last of the Mohicans*. At the north end of the lake is Fort Ticonderoga. At the south end is Fort William Henry, immortalized in Cooper's novel. This lake is 40 miles long, 5 miles wide and absolutely crystal clear, with the clarity of Lake Superior. It is surrounded by the Adirondack Mountains, whose trees were changing colors during our visit!

Days at Lake George were spent boating and hanging around the grounds of the Sagamore, the lake's vintage masterpiece hotel. At the docks were countless amazing boats, many of which were tied up waiting to take you on a variety of scenic lake tours. The southern half of the lake is developed and features gorgeous homes and cabins, each of which sports a charming, permanent, on-the-water boathouse. About every fifth boathouse you find a gorgeous wood runabout or cruiser. This is the most serious wood boat lake in the world. After all, this is where the Antique and Classic Boat Society started 20 years ago. The northern half of the lake is undeveloped and

protected. It's like boating in our own boundary waters. There are 1000 islands in the lake which are used for picnics and camping.

There were a variety of special events planned for us, this was the 20th National Meeting of the Antique and Classic Boat Society. The Denny Newells from our chapter joined us for the Lake George portion of the trip and were among the best dressed couples at the annual banquet. Our own chapter president, Todd Warner, played his usual prominent role in the business meetings.

It was an amazing occasion for friendship, culture, history and hours and hours and hours of cruising along in the flagships of days gone by. All who attended will never forget these magical days. Don't wait forever to chase a few dreams in your lives. Life is a series of experiences and adventures. We have more control over these experiences than we may think. I am reminded of a story about Albert Einstein when he was a professor at Princeton. He was accused of not spending enough time in his office and of spending too much time in his beloved sailboat in the harbor. His curt reply was, "I do my best thinking in my sailboat." I do some of my best thinking in our old boats, won't you join us on our next adventure?

Reprinted with permission from *Dry Wrought*, newsletter of the Minnesota Chapter ACBS.



Lyn & Chuck Schwager's 1927 33' Gar Wood is powered by a Liberty aircraft engine.

Ann & Mike Mattheson's stunning 1930's 35' Hutchinson Express Cruiser.



David Burns' classic double ended launch.

A 17' Chris Craft Deluxe Utility getting on the gas.



# Maine Boatbuilders' Show 1996

By Bob Hicks

A sunny mild March weekend brought a maxi crowd to the Maine Boatbuilder's Show, on Saturday alone 4,000 of the faithful trooped through the gloomy, cavernous old locomotive works buildings that now house Portland Yacht Services and various tenants. It was jammed.

Someone said, "they'll have to find another place for this show if it keeps on growing." Bad move, for a major charm of this show is its unpretentious setting. I can't imagine it being so much of an adventure to attend and participate in were it to move to some sterile modern exhibition hall somewhere in Portland. The sort of people who want to visit this show seem to find it great fun, the enthusiasm is contagious and prevalent all through the three day weekend. What sort of people? Real boat people. Nary a tire kicking consumer in sight.

So off again on a round of photos and comments. If familiar names and boats pop up once again, it's because they are the people who consistently support the show, and usually this magazine. I tend to notice the people in the trade who have shown an interest in this magazine and thus in what it is that you are interested in.



## Queen of the Show

Crocker Boatyard's 30' tug yacht *Masconomo II* was the defacto "Queen of the Show" (no such title was officially bestowed), dominating the exhibits with her mix of superb Crocker wooden boatbuilding and tug-boat utility charm. She's a replica of the yard tug *Akbar*, built by yard founder Sturge Crocker early on in his 50 years of operating his yard (Crocker's celebrate their 50th anniversary as a now three generation family owned and operated boatyard this summer).

Sturge had a lot to do with this new tug, starting with the keel timbers about five years ago, and finishing her off with a wonderful example of his joinerwork on her wooden wheel. Crocker is often asked if *Akbar* is for sale. No she isn't, but *Masconomo II* is. She's expensive, there's a lot of skilled man-hours in this boat.

Crocker Boatyard, P.O. Box 268, Manchester, MA 01944, (508) 526-1971.



## More Fun Than Pulling Sheets

Michael Severance (2nd from right) is enjoying his Bay of Maine Boats sideline business founded on his enthusiasm for an old Piscataqua wherry he came across years ago. He's been advertising his fiberglass replica of that old wooden boat with us since our earliest issues a dozen years ago. Recently Michael added a new 10' Kittery Point Tender, traditional looking but with a modern computer designed underbody specifically intended for ease of rowing and minimum drag when under tow. Pulling sheets? Yes, well Michaels' main business is running the family beachfront hotel business in Kennebunkport, and in family business you get to do just about all the jobs.

Bay of Maine Boats, P.O. Box 631, Kennebunkport, ME 04046, (207) 967-4461.

### Original & Unrestored

John Shelly (right, talking with Paul Reagan of Shaw & Tenney) says his Maine Watercraft Museum is a dream that is coming true. His collection has grown to some 125 traditional old Maine small craft, mostly original and unrestored, at the 2 acre site on the working waterfront in greater downtown Thomaston.

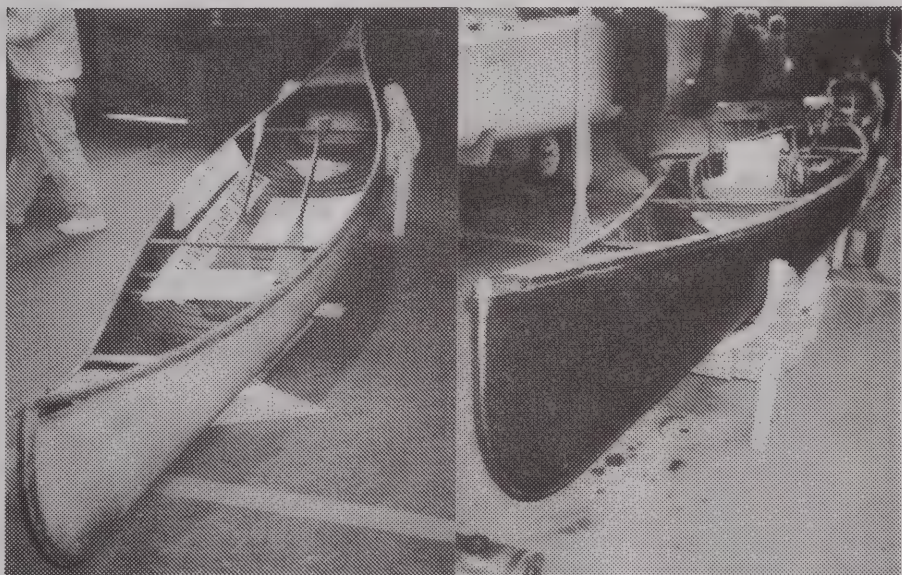
John says he's had to work hard to overcome adverse tourist opinions formed about the nature of Thomaston while travelling nearby U.S. Rt. 1 past the state prison and the giant cement works. The museum opens May 28th for the summer, it accepts memberships, and offers a rental livery as well as the museum collection for viewing.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861, (800) 923-0444.



### At Least the Sun Shone

The lure of cheaper space outdoors offset the threat of inclement weather for this purveyor of steam engines (at right). He stood a bit hunched against the chill despite the sunshine and discussed his offerings with those taken with steam power. He didn't make the exhibitor list so remains anonymous.



### Still Unique

Platt Monfort still seems to have a monopoly on his unique "Geodesic" ultralight designs. The dacron skinned, kevlar stranded, tiny stringered hulls arouse memories of youthful model airplane building, but have proven to be sturdy useful watercraft, with an enthusiastic growing group of home builder/owners.

Monfort Associates, RFD #2 Box 416, Wiscasset, ME 04578, (207) 882-5504.



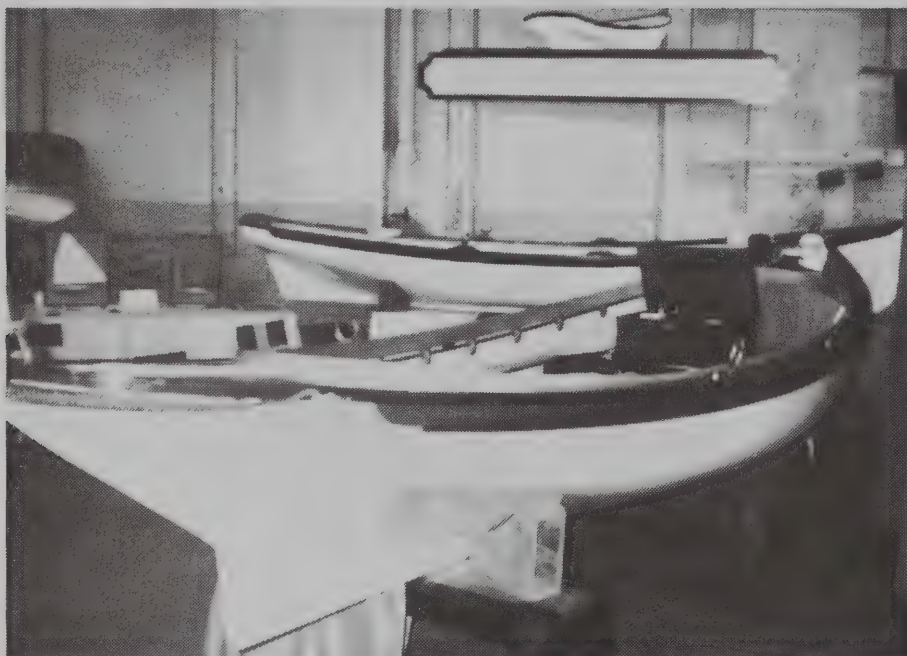


### And Now, Production

It's a new experience, says Tony Davis, owner of Arey's Pond Boatyard, overseeing a production run of 20 of his classic fiberglass catboats. The numbers really add up at this scale for what is also a full time working boatyard with a large clientele.

More than busy enough, you might think, but Tony had chosen his newest 16' Lynx to display at the show. Maybe 20 catboats indeed constitute a production run, but Tony's wooden boatbuilding background coming from younger days working with Arno Day comes through with the superb woodwork installed on each of his Arey's Pond cats.

Arey's Pond Boatyard, P.O. Box 222, S. Orleans, MA 02662, (508) 255-0994.



### A More Elegant Way?

Tim Mayer has been advertising his Whitehall pulling boat as "The most elegant way to see and be seen on the waterfront". Now he faces a conundrum, for he has a new, possibly even more elegant way in this 15'8" New York Whitehall based design with a classic fantail stern treatment. Jim Thayer did both the hulls, Tim does the joinerwork, and the combination is indeed elegant.

Now Tim has molds for the two hulls in Maine as Thayer seems to have decided that Colorado is where it's at (Grand Mesa Boatworks!), a long haul for the bare hulls Tim needs to meet his growing demand. The new fantail is called "Keeper", and this rowing model will soon be followed with an electric powered version and then a sailing version.

Boatworks Ltd., 284 Bunganut Rd., Brunswick, ME 04011, (207) 729-4980.



### Wonder How He Does It?

Designer Antonio Dias is on a roll, with feature coverage of his creations in England's elegant *Boatman* magazine, a trip to the Bristol, England traditional boat festival this May, and a wooden boat school course coming up this summer. But when I snapped this shot before the show opened he was not around. Instead we find long time small boat builder/writer/gypsy Jim Thayer (left) and traditional wooden boat builder Thad Danielson wondering how Tony does it.

Tony's designs range from his Orca 10 Junior Trainer through a variety of skiffs, daysailers and cruising sailboats to a 40' tramp steamer and a 45' schooner. His new design book now in the works for *WoodenBoat* should be some inspiration for those dreaming of their ultimate boat. If you cannot wait, ask him for his current design catalog.

Antonio Dias, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165.

### A Sense of Humor

I meant to get back to find out more about the dinghies, skiffs and prams offered by Shoestring Shipyard but found I failed to do so when I looked over my notes. This pram looked very workmanlike and implicit in the name is that it might be affordable. You'll have to ask them.

Shoestring Shipyard, P.O. Box 117, Sagamore Beach, MA 02562, (508) 888-7960.



### It Takes 1000 Grit

I asked Ellsworth Rice how he got so smooth a finish on the paint on his exquisite half models. "I end up with 1000 grit paper," was his reply. This is a retirement business for him, but he finds he's getting busier as his models find pleased owners. He does just three shows, this Maine show, the Wooden Boat Show and the New York Boat Show. "That's the big one," he remarks. Both for commissions he receives and for what it costs to be in it. The small scale of the business now permits him to work or not work as the spirit moves. But it might not be that way much longer if he gets too much busier.

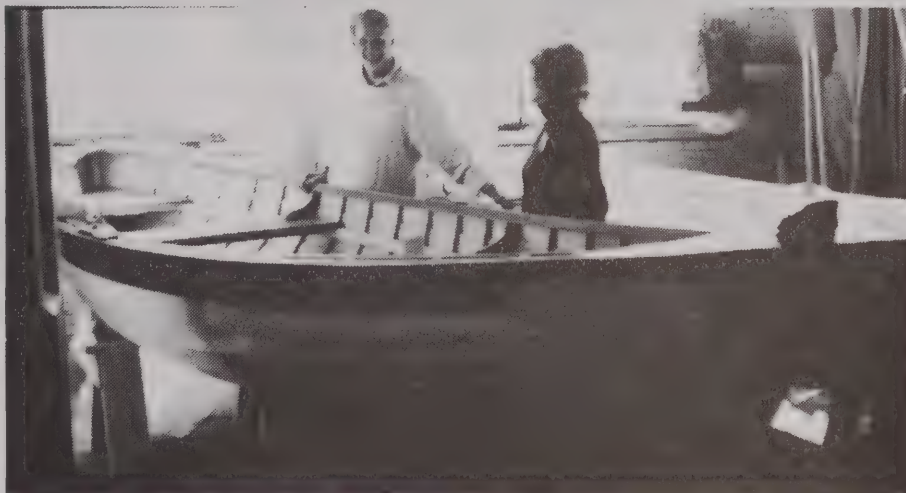
Ellsworth Rice Half-Hulls, 16 Prouty Ave., Norwell, MA 02061, (617) 659-7131.



### After 30 Years of Lobstering...

John Karbott's Chamberlain gunning dory captivated the traditional small workboat people, especially those hooked on the dory genre by John Gardner's *Dory Book* years ago. The Chamberlain was beautifully built and workboat finished. Karbott has taken up boatbuilding as a "retirement trade" after over 30 years of lobstering Duxbury Bay and Plymouth harbor. He is well known in the workboat trade in his hometown of Plymouth and does a lot of wooden boat repairs for the working fleet. His new-built offerings also include an 11-1/2' "first boat" rowing skiff and a 14' lapstrake semi dory.

John M. Karbott Boat Building, 789 Rocky Hill Rd., Plymouth, MA 02360, (508) 224-3709.



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### Designer Knees

Knees as art. Newman Gee still provides hackmatack knees to those building wooden ships, even smaller boats, but he's also getting them into building restorations and even as designer decor. Good thing, getting them out is no easy task. He has to find the hackmatacks and catch the woodlot owners before the timber sales so the trees get cut off 4' above the ground. He digs the stumps out by hand in the soggy terrain the hackmatack grows in. Getting them out requires careful skidder operation to avoid a sudden sinking into the quaking bog. Then sawing up the knees. And now even brightworking them. Labor intensive?

Lucky G Farms, 281 Hartland Rd., St. Albans, ME 04971, (207) 938-2380.

### The "Awesome Duckah"

A lot of fun boat for quite reasonable money, Jim Thayer's "A Duckah", first featured as the cover story in our May 15, 1990 issue, made it despite blizzard conditions whipping it on its rooftop rack crossing Ohio. "Worst trip I ever made," commented the widely travelled Thayer (rear). Jim waxed rhapsodic back then when he stated, "Duckah? Yes friends, a new boat has been created and will, I modestly believe, rocket with meteoric speed to the zenith of the small boat firmament. Like, yeah, stand in awe." What it is is a traditional Delaware Ducker given a shot of "hormone L" (ie. longer). Jim thinks it'll make a great Maine Island Trail camper cruiser.

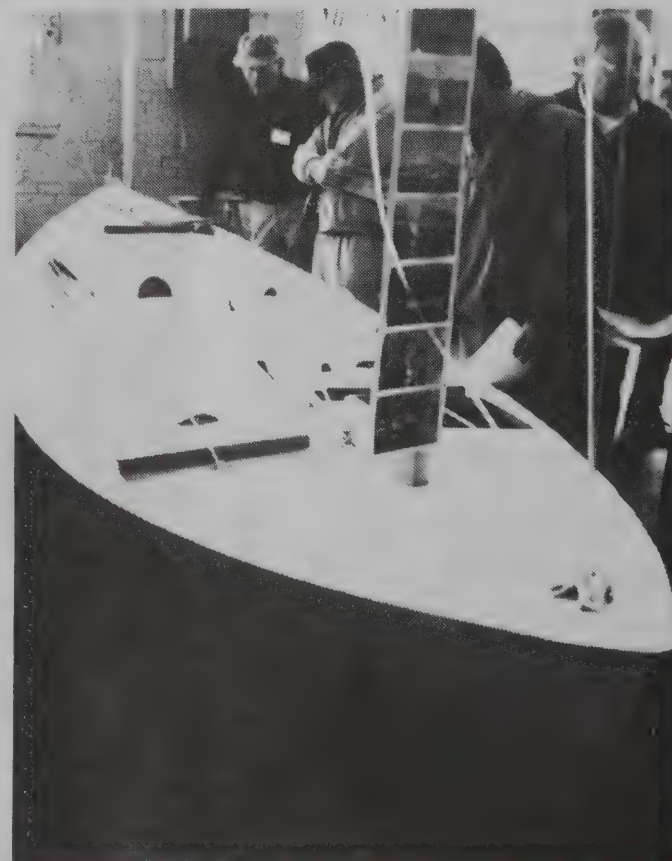
Grand Mesa Boatworks, P.O. Box 75, Collbran, Co 81624, (303) 487-3088. (If you'd like to see a photocopy of Jim's story on the boat's sea trials in Baja California back in 1990, drop us a card at 29 Burley St. Wenham, MA 01984. Ed.)

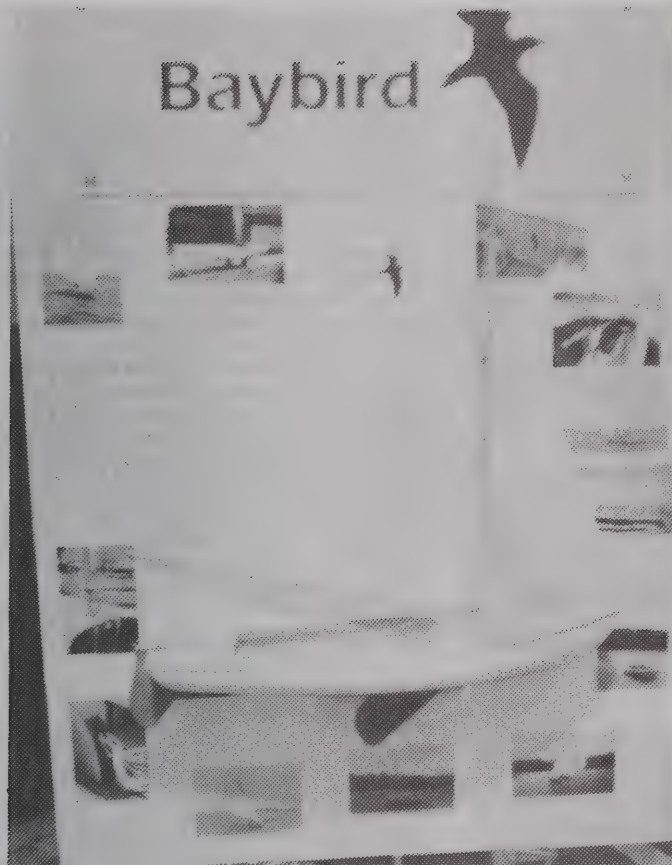


### Plate Glass Tender

Boothbay Region Boatyard had this elegant, "almost too good to use", tender set up right where all the folks came through the door, and it was an attention getter. The 14' centerboard sailing/rowing tender also sported an immaculate 6hp Farymann diesel inboard. The brightwork was truly plate glass, I'd really hate to be the guy with sandy feet climbing into this beauty. Unless, of course I owned her and could afford such nonchalance.

Boothbay Region Boatyard, 179 Ebenecook Rd., W. Southport, ME 04576, (207) 633-2970.

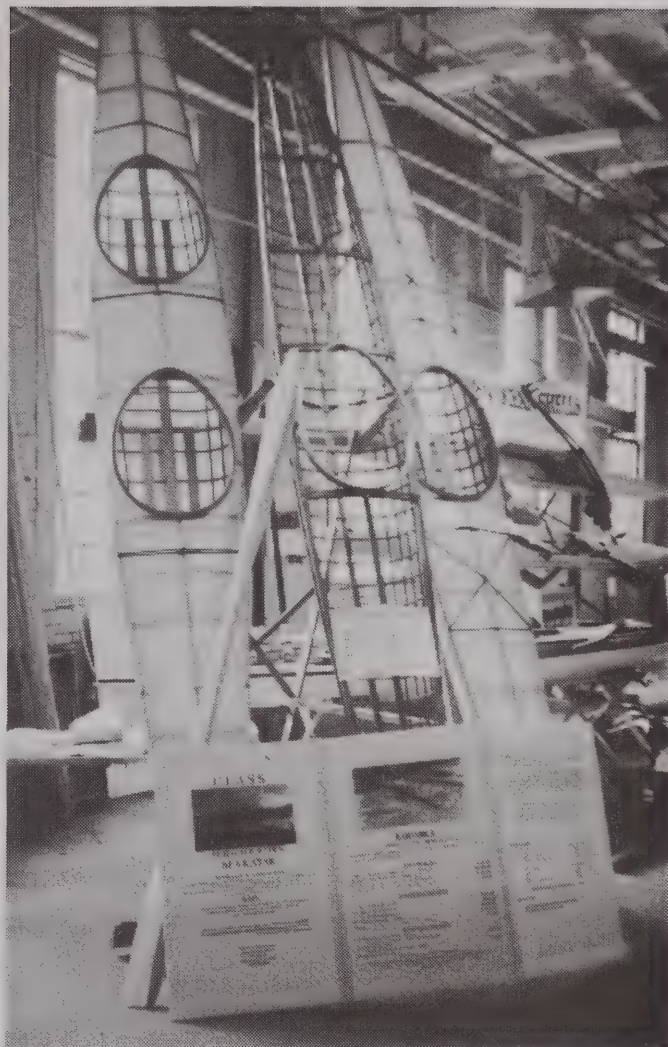




#### There Are Ten Afloat Now

Merv Hammatt's 13' Rainbow catboat is keeping him busy building at his Cape Cod shop but his original product, a fiberglass replica of the 18' Baybird sloop has not been forgotten, with ten of these graceful craft now afloat with happy owners. The Baybird was featured on our very first cover, May 15, 1983, a classic wooden version built by Loring Wordell. While Merv had a Rainbow on display, he also had this model of a Baybird to remind us of a larger option he offers.

Compass Classic Yachts, 7 Hammatt Rd., S. Orleans, MA 02662, (508) 255-5187.



#### Bruce's Baidarkas

Bruce Lemon decided to bring his baidarkas and info on his school to a boatshow to see what interest there might be in learning to build them amongst small boat folks. As the kayakers are way too long for a standard booth space, he stood them all up on end. Impressive to see them reaching out into upper space. Bruce has been busy promoting interest in build-your-own baidarkas the traditional Aleut way.

Aleut Baidarka Kayaks, P.O. Box 54, Jacksonville, NY 14854, (607) 387-8000.

#### The Bronze Boutique

It looks like John Edelman has a permanent warehouse right here at 58 Fore St. in Portland at the far end of this second story "tunnel" from one building to another. The display of bronze hardware at the end of the tunnel spread over about 100 feet along shelves and tables. Surely he didn't set all of it up just for the show? If you're patient and look carefully you'll find what you want, the quantity and variety boggles the mind.

Traditional Marine Outfitters, P.O. Box 268, Annapolis Royal, NS B0S 1A0, Canada, (902) 532-2762.



### The Parker River Builders

It's a quiet spot in Newbury, Massachusetts where the tidal Parker River is crossed by state Rt. 1A, an appropriate place to find boatbuilders Pert Lowell Company and Parker River Boat Works both offering traditionally built wooden boats to order. Here Betsy and Doug Scott of Parker River Boat Works and Ralph Johnson of Pert Lowell Company look over some of the photo albums chronicling over 60 years of the building of Town Class sloops by the latter firm, until a few years ago under the active management of founder Pert Lowell himself.

Doug Scott set up his own shop after some years of working at the "other Lowell's" over in nearby Amesbury. The two Lowell firms are today's result from a family boat-builders split some six generations ago, but only the Pert Lowell Company is still operated by a Lowell descendant, Ralph Johnson's wife Joanne is Pert's daughter.

Pert Lowell Co. Inc., Lanes End, Newbury, MA 01951, (508) 462-7409.

Parker River Boat Works, 21 Newman Rd., Newbury, MA 01951, (508) 465-4095.



### "The Only Logical Innovation"

Jim Reineck wanted some classic Herreshoff bronze yacht blocks and wasn't happy with what he found, so his engineering skills impelled him to make his own. To them he added "The only logical innovation", Delrin ball bearings. As Jim says, "If they had been available in Capt. Nat's time he would have used them." The blocks are beautifully finished faithful to the Herreshoff design and the sheaves roll so free. And will for so long too.

J.M. Reineck & Son, 9 Willow St., Hull, MA 02045, (617) 925-3312.

### Copper Nails & Other Things Nautical

Michael Gowell sat in the Strawberry Banke Museum booth loading up sample folders with the copper boatbuilding nails he turns out on the original old nailmaking machines the museum owns. Mike works full time at Strawberry Banke developing the museum's maritime focus, coming to the job with the Piscataqua Gundalow *Edward H. Adams* (which he skippers in season), a replica of a sailing scow indigenous to the nearby Piscataqua River and Great Bay. Strawberry Banke also has its boatshop at work again.

Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

### Renovations at Lowell's Boat Shop

Claiming to be the oldest continually operating boat shop in the nation, Lowell's Boat Shop of Amesbury, Massachusetts is perilously close to breaking that continuity, as the ramshackle building in which it operates is now undergoing a \$350,000 renovation as a national historic site. George Odell, son of the last owner of Lowell's before it became part of the nearby Custom House Museum of Newburyport, said there's just one builder at work amidst the building reconstruction.

Lowells Boat Shop, 459 Main St. Amesbury, MA 01913, (508) 462-8681.

### Gloucester's Adventure...the Saga Goes On

Some enthusiastic members of the new team taking on the long term rebuilding and operation of the Gloucester schooner *Adventure*, a real honest working schooner from the 1920's, were working their exhibit at the show. The saga of the *Adventure* has been chronicled on these pages from time to time, most notably in the October 15, 1993 issue. The durable old vessel was still under sail at that time. More recently, after becoming a national historic site, she lost Coast Guard permission to continue sailing, even with just her own volunteer crew. It began to appear she'd become a permanent dockside educational attraction. With many new people at work now in the non-profit effort to preserve and use the historic vessel, the emphasis on sailing her again has been renewed. Major rebuilding is again about to resume to get her under sail this summer.

The Gloucester *Adventure*, 884 Massachusetts Ave., Lexington, MA 02173, (617) 861-8981.

### Queen of the Show (Outdoor Class)

The sunny mild weekend favored the few outside exhibitors. Star Boat Company's beautifully built wooden lapstrake 36' double ender would probably have been considered the "Queen of the Show" had she been inside where the people were. Star Boat Company, P.O. Box 26, Spruce head, ME 04859, (207) 594-5600.

### Maybe Someone'll Buy It

The flea market was a Maine Maritime Academy event in a nearby building but Royall Boat Works figured maybe this 1939 Old Town Whitecap sloop might catch someone's fancy as they passed by on the way into the show. On Sunday afternoon the price was down to around \$600. I don't know if it sold at that price or not. You can ask them.

Royall Boat Works, P.O. Box 79, W. Bath, ME 04530, (207) 443-5484.

### The Boating Press

Quite an array of boating periodicals exhibited at the show. For your possible interest, take note of these:

*The Boatman*, a glossy but knowledgeable British magazine, the British view of the wooden boats we all love, wonderful photos, real people writing. U.S. distributor is Arrowheart Publications, P.O. Box 496, Boothbay, ME 04537, (207) 633-4704.

*Cruising the Maine Coast Magazine*, just that, a new bi-monthly effort by enthusiast Kent Thurston to bring interested folks detailed information about this subject. Reports and stories from readers are encouraged. RR #1 Box 1769, Troy, ME 04987-9710, (207) 948-2200.

*Maine Boats & Harbors*, John Hanson's glossy bi-monthly maritime version of *Down East* magazine. John knows his subject after years and years at *WoodenBoat*. 21 Elm St., Camden, ME 04843, (207) 236-8622.

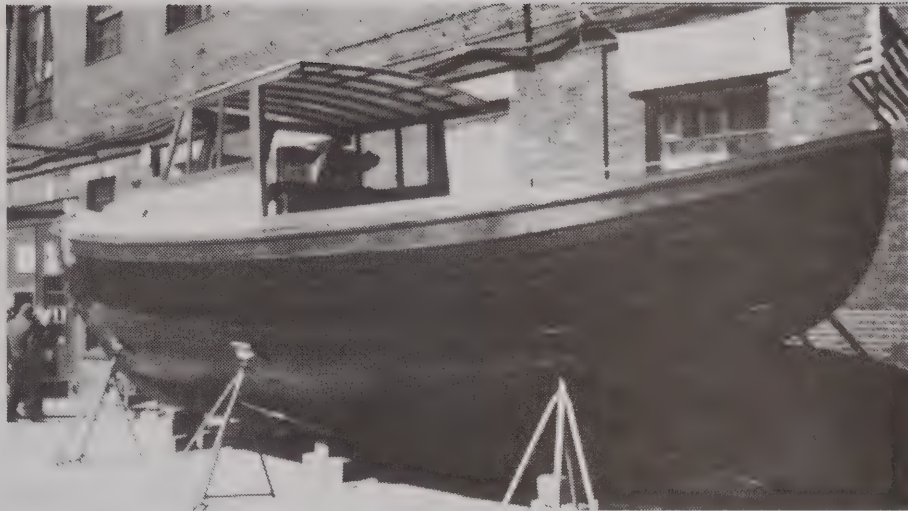
*Maine Coastal News*, Maine's boating newspaper. Every two weeks Editor/Publisher Jon Johansen gathers together an eclectic mix of news ranging from the fishing business to America's Cup, people, places, history. He's an energetic guy. P.O. Box 847, Brewer, ME 04412-0847, (207) 990-4436.


*National Fisherman*, they carried the wooden boat torch for years with John Gardner's help, but today they're all commercial fishing news. 121 Free St. Portland, ME 04101, (207) 842-5600.

*Ocean Navigator*, *Ocean Voyager*, *Professional Mariner*, very professional magazines, all serious stuff for those who really go to sea, recreationally or professionally. 18 Danforth St., Portland, ME 04101, (207) 772-2466.

*Sister Sail*, a newsletter for cruising women, by women for women, away from all the macho male shouting. Good for them, nice job. P.O. Box 613, Camden, ME 04843, (207) 236-9498.

*WoodenBoat*, once obscure Maine periodical from a cabin in the woods, now become dominant in its field (sea?). P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.



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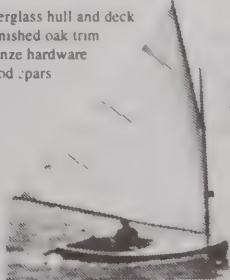
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## Trimarans...Sail Fast, Sail Flat

Part 13: It would seem inevitable that the concept has surely arisen in the past of adding a couple of amas to an appropriate monohull to make a sort of quasi-trimaran. Quasi in that the main hull was not designed to take best advantage of the unique characteristics of the three hull concept. While we haven't come across any such bygone design, we do have Ron Johnson's new adaptation of his popular Sea Pearl beach cruiser to bring to you as an example of how this would work.

### The SeaPearl TRI-21

By Ron Johnson

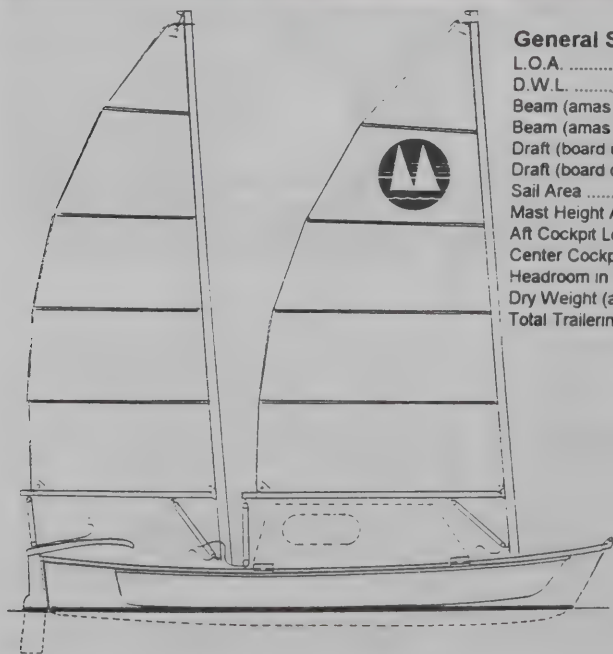
#### Designer's Comments

The SeaPearl TRI-21 was designed with four specific goals in mind. Speed, comfort, safety and ease of use.

Speed, though listed first, was not the primary design goal. She was not designed to compete as a racer. However, she is faster than most monohulls in her size range, promising a lively sail in light winds, and an exhilarating ride if you decide not to reef after 15kts of wind.

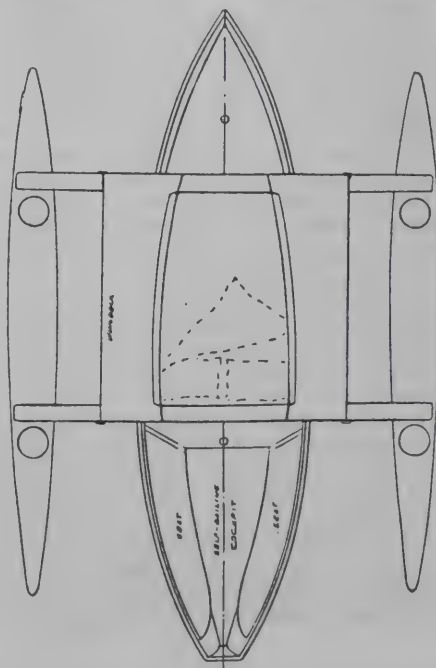
She was designed with comfort as an important goal. She will carry more than her own weight in passengers and provide them all with comfortable seating. The aft cockpit can be reserved for the helmsperson. Comfortable seating is provided below decks as well as on the wing decks. This deep center cockpit is a great place for small kids as a play area or for adults who like that protected feeling of being down in a boat yet having good visibility. With no protruding centerboard trunk you can even take Mom and Pop in their lawn chairs. A comfortable ride is assured with the proven hull shape and level sailing. Canvas sun binnies which can be left up while sailing are available to protect both cockpit areas for those with sensitive skin.

Safety is a prime concern and is provided by the exceptional stability offered by all trimarans, along with positive flotation and easy reefing. The free standing cat ketch rig also provides numerous safety features such as; heaving to with no effort leaving the booms luffing down the centerline of the boat, offering the ability to luff the sails even with the wind from the stern, reducing the danger and probability of an accidental jibe by running



#### General Specifications

L.O.A. ....	21' 0"
D.W.L. ....	19' 0"
Beam (amas in for trailering) ....	8' 0"
Beam (amas out) ....	14' 0"
Draft (board up) ....	8"
Draft (board down) ....	2' 8"
Sail Area ....	186 sq. ft.
Mast Height Above D.W.L. ....	21' 6"
Aft Cockpit Length ....	6' 6"
Center Cockpit Length ....	10' 0"
Headroom in Convertible Cabin ....	4' 0"
Dry Weight (approximate) ....	950 Lbs.
Total Trailering Weight ....	1,350 Lbs.



with the sails out past 90 degrees, and more.

Ease of use demanded a good portion of the design time. The full battened sails with jiffy reefing assure quiet, powerful performance. We had a pleasant sail reefed down in 20kts of wind. Single handing is easily accomplished. The free standing masts require very little effort for one person to raise. And the best part is the easy trailering. The amas fold forward for eight feet total width in a one hand operation which can be done on or off the water. Launch her at a ramp or at the beach. Visibility when trailering is excellent.

While these design features are intended for daysailing, the pleasant surprise is that with two optional canvas cabin designs she converts to a nifty beach cruiser with plenty of room for a small family to overnight.

We are quite excited about the development of this boat. I believe it offers a fresh approach to some of the classic problems associated with tris in general.

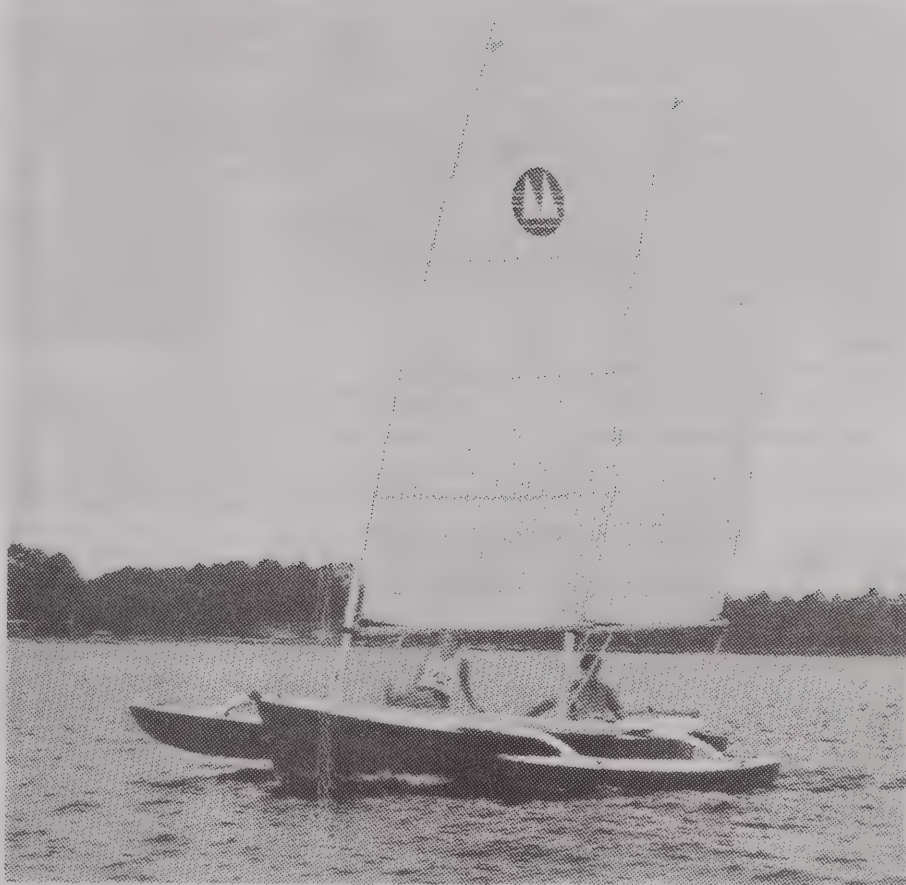
For instance: The unstayed, cat ketch rig is a pleasure to sail and offers many advantages over a sloop rig, in terms of convenience, safety and even in performance. Although it is not considered a racing boat it is fast. It points well and never fails to tack. It will "heave to" with ease yet is easy to release from irons. This feature is invaluable when it comes time to reef.

Wing on wing downwind beats fooling with a spinnaker. The unstayed masts allow the booms to be sheeted out beyond 90 degrees which gives 180 degrees of steering latitude before an accidental jibe. What a safety feature! Soft jibes are a matter of fact even in high winds. As in the SeaPearl 21, the helmsperson sails the boat by himself. No help is needed.

Our approach to narrowing the beam for docking or trailering from 14' to 8' is simple and effective. It adds only two minutes at most to the total setup time. It can be done from the boat on the water and still adds stability to the center hull. The fiberglass "Wing Decks" are great, they add seating room for the deck loungers and walking room on deck when rigging. But the best part is that they knock down 90% of the spray off the windward hull making it one of the drier trimarans.

The leeboards, pioneered on the SeaPearl 21, work even better for the TRI-21. They are trouble free and tuck up out of sight under the wing decks. They drastically improve the windward performance and help balance the helm. There is no obtrusive trunk in the center of the boat wasting valuable space and no slot in the hull to create drag when sailing downwind with the boards up. Sail her in less than a foot of water or sail her right up on th beach with no harm done.

Last but not least is the convertible cabin. This transforms the boat from a unusually roomy daysailer to small cruiser in less than two minutes. This cabin is carried folded on deck or tucked away down below. It can be used for privacy with a portable toilet.



## How It Happened to Happen

TrimaPearl, PearlMaran, TriPearl. No matter what you call it, it is still a SeaPearl. Chub White was the proud new owner of the first trimaran SeaPearl 21. His boat was the creation of Allen Chapuis who lives in the Tampa Bay area. Allen purchased a beautiful black hulled SeaPearl a few years ago. When he asked me to sell it for him last year, he said I had better look at it first before I committed to sell it. It seems he had made a few modifications. It now had three hulls.

It was quite a different boat. However, I agreed to list it and to my surprise, the interest was just short of phenomenal. Of course some of the interest was curiosity, but there was enough genuine interest to convince Russ and I that there was a market if the boat performed well enough. Well, it did perform well enough.


We test sailed it on a mild day and I was again surprised. She seemed to point well and although she seemed a little slow tacking in the light air she always came through. I had no doubts about how she would handle heavier airs.

The bonus was that she was of course steady as a rock and the trampolines made a huge playground for Russ who was scampering all over while marveling at the self steering qualities. Bear in mind that Russ is a multihull man who has only recently discovered that some boats heel.

All of this convinced us to do something about it, so we started design work and building of a prototype, with the idea of having it as part of our production line as the new SeaPearl TRI-21. We are also planning a retrofit kit for older boats.

In order to improve light air performance, we changed the rig to a fully battened sail with a good bit of roach and a little more height to the mast. It has a conventional jiffy reefing system with lazy jacks and a new style tabernacle system for raising the masts. All this is similar to the SeaPearl 28 rig but the masts are aluminum to hold down the cost. This rig will also be available as a retrofit kit for older Pearls.

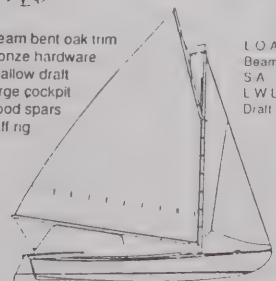
The SeaPearl TRI-21 remains an easy boat to trailer and launch. It is heavier but the outriggers fold in for trailering which makes only a slightly larger package. It falls within the weight limits published by the later trailers.



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On the day the tri was finished (well almost finished, certainly enough to sail) we worked on the boat for several hours and thought we had lost the good winds that had been blowing all morning. So when we pulled into the park to launch, I detected some grumbling from the captain about taking too long to get ready.

Launching a Pearl is always an easy chore for Ron and me. We have done it so often that we each know which job is ours, so even this new tri with its folding amas was a piece of cake. Then we started rigging!! Ron kept telling me that it would get better and rigging time would be cut in half as soon as he worked out the bugs from the system. Finally a gentle push off from the beach and the new tri slid out to sea.

She certainly was a steady boat. I tried stepping from side to side and she just wouldn't heel over. Ron exclaimed from the helm that she was as easy as the Pearl with the same light feel we have come to enjoy. We

## First Tri

By Sammye Johnson

traded spots and I tried the helm while Ron bounced back and forth to test the stability, and to see how the ama's would react to the extra weight.

We caught up with Russ in a Pearl and Joe in his Stiletto. We sailed with them, pulling steadily away from the Pearl but not quite able to stay with the faster cat to windward. They headed back north and Ron and I headed south, the wind was building and so was our speed.

We spied a friend in his catboat about two miles away, caught up to him and displayed our new toy, and then with this great wind, we just let go and flew, with the boat on a plane most of the time and a big grin on Ron's face. It was one of the most exhilarating rides I have ever had.

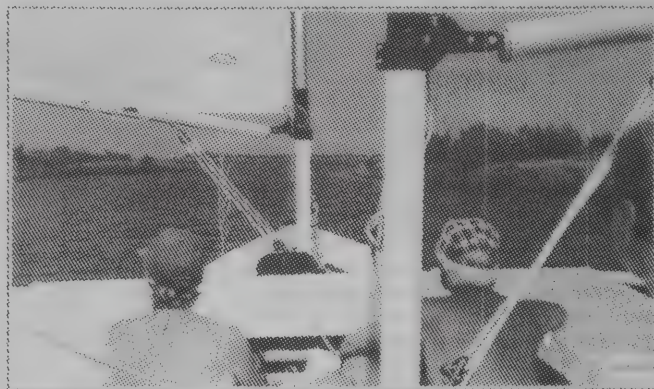
It was too good to end, but it was time to put it to bed for the day. Reversing our rigging procedure, with Ron still saying how he could make it easier, we slid her back on the trailer.

If you ever thought for one minute that the Sea Pearl 21 was too tippy, then this boat is for you! It is a steady boat with a minimum of heel, sailing in good winds with no ballast tanks. She trailers as easily as the Pearl and the folding ama's that Ron has designed are as slick a piece of engineering as I have seen. The rigging on this first outing left something to be desired in terms of the time required, but with the long list that Ron had when we finished sailing those problems will be solved.

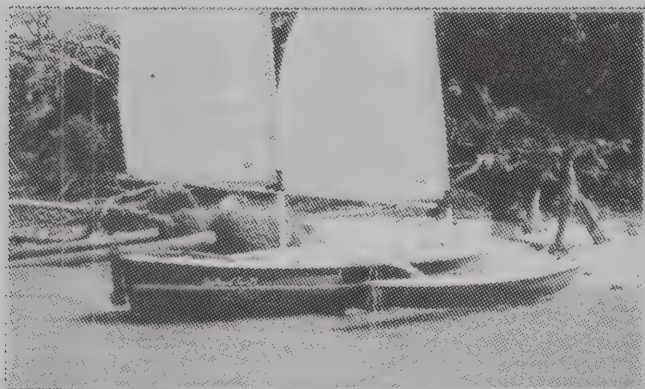
If speed is your thing, look no further, for this is one fast Pearl, with the additional 50sf of sail area over the SeaPearl 21 she really scoots across the water. She is pleasing to the eye and I want to name her *Jazz*, for that was my feeling the whole time I was aboard, she is a really jazzy sail boat!



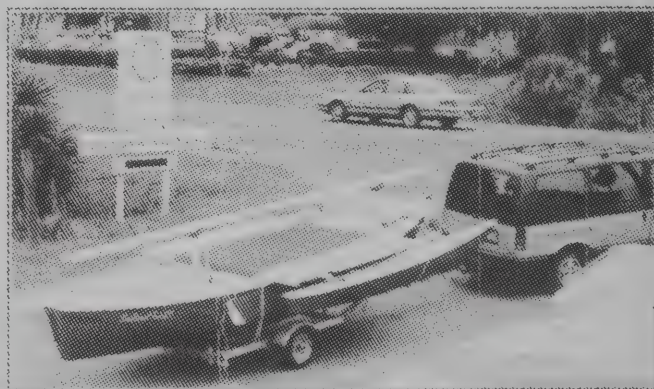
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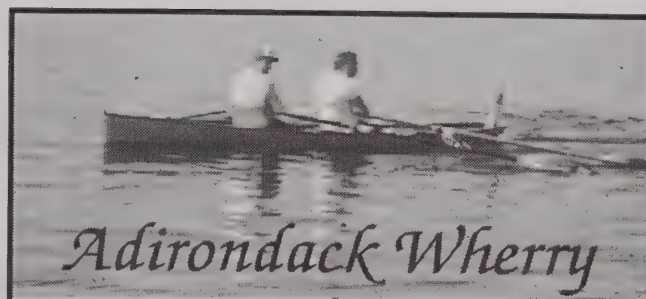
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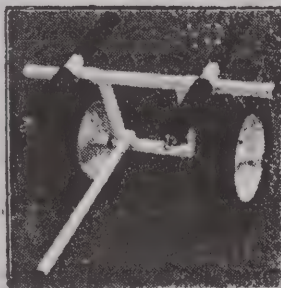
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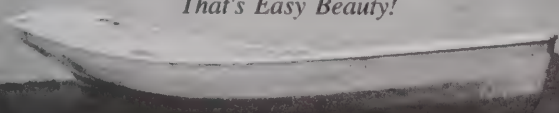


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"One *lahge regulah* coffee and a raisin scone comin' right up." The counter lady at Perry's Bakery went in the back to fill my order.

About a mile from the Horseneck Beach Bridge, with images of sunken boats on the brain, I decided to take a page from the advice book of the late Tristan Jones and stop for something hot to drink. Forever getting himself into trouble, Jones discovered that a hot cup of tea in the midst of a crisis always seemed to steam up a solution. I had Americanized this somewhat by substituting coffee. As for the scone...well, it was impossible to visit Perry's without picking up a few flour-based calories. Anyway, who knew when I'd next get a chance to eat.

"Better make that two scones," I yelled.

It was good to be back in the land of dropped R's, added AH's, missing G's and Perry's scones. Westport zephyrs, the coffee and the scones quickly worked their magic and before long I was back on Route 88 "walking that last mile" in a much less anguished frame of mind.

"Worst case," I remember thinking, "the Old Girl will provide an opportunity to develop my underwater salvage skills." Amazing what a little caffeine and sugar will do.

Coffee notwithstanding, as the bridge got closer the echo of the pending heartache continued to reverberate somewhere deep down. What had caused *Buckrammer* to take on water? Why had the redundant pumps failed her? One thing was certain, if she had "bottomed out" she'd be a lot more difficult to resurrect than our Beetle Cat had been.

### A Too-Tight Resurrection

In the summer of 1991 I had timed my two-week vacation to coincide with the completion of restoration work on and the subsequent launching of our 1963-vintage Beetle catboat, the *Driftwood*. Half of the neighborhood and most of the extended Conway clan turned out to see "how quickly she would fill and sink."

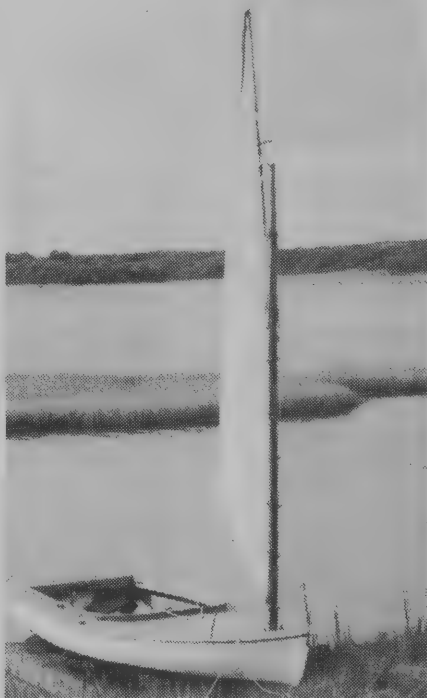
Caroline gives the no water sign for our "too-tight" *Driftwood*.



## The Family, Me and the Catboat

### The Adventure Continues

By John E. Conway



*Driftwood* would soon be wearing her own Osprey nest.

My wife's cousin, Gene Kennedy, had owned a Beetle, the *Mutt*, for years. From our experience with Gene, we all knew too well the early summer ritual of "swelling the *Mutt*" and assumed that *Driftwood* would also require a good soaking.

The process goes something like this: 1) Muster a work party. 2) Flip the *Mutt* bottom side up. 3) Sand, caulk and paint the bottom and topsides. Let dry. 4) Flip the *Mutt* back. 5) Touch up the brightwork. Let dry. 6) Trailer to Gene's sister's boat landing. 7) Exchange "sink-time" wagers. 8) Launch the *Mutt*. 9) Time how long it took to sink. (Beetles only sink as far as their coamings. A wonderful safety feature of this equally wonderful boat.) 10) Settle the wagers. 11) Wait about three days. 12) Bail out, then step the mast and rig.

The need for a soak was further corroborated by numerous trips to Beetle, Inc. for restoration parts. The shop at the Beetle, Inc. company (a remarkable operation described in Waldo Howland's book *A Life in Boats, the Concordia Years*) is surrounded outdoors by Beetle Cats soaking in little "swimming pools" as my son Ned used to call them. The pools are formed by placing a plastic tarp over a 15 foot diameter, 1 foot high "doughnut" made of beach sand or scrap lumber. The "soakee" is placed in the middle of the doughnut and a garden hose introduces the water. Any fool witnessing this sight immediately deduces:

### The First Rule of Beetle-dom

*You have to add water to the Beetle before you add the Beetle to water.*

Pop! Launching day arrived. Champaign flowed, or rather was poured over *Driftwood*'s bow. Breaking a bottle of bubbly over the little vessel would probably have brained her right on the spot. (It certainly would have killed some of those in the crowd who expected a flute or two of the effervescent elixir.)

"I christen thee *Driftwood*. Launch away."

The crowd fell silent as white cedar kissed Westport Atlantic.

No leaks.

"Geez Conway," Gene Kennedy taunted, "What did you do wrong?"

I wasn't sure. Five minutes had passed and STILL no water. No one had foreseen this possibility. Significant wagers hung in the balance.

Ten minutes ticked by with nary a drop! "Ya know," an old timer piped up, "It's not nach'll that a wooden boat goes in this tight. Why I remember one of the Tripp boys losing a boat once't when her garboard plank sprung. Folks had told them boys that she was TOO TIGHT and, by Jupiter, theys wuz right!"

Filled with "champs" but deprived of a good sinking, most of the crowd drifted away after an hour or so.

At least no one lost any wagers.

We decided to leave *Driftwood* tied up to the dock for a day or two. Not that we, um, thought the planks would spring off or anything.

### The Cat Sets Her Claws

On the third day following the re-christening, *Driftwood* still floated high and boasted a bone dry bilge. Wondrously, the planks held tightly against her white oak ribs.

My kids begged, "Dad, can we please step the mast and bend-on her sail NOW?"

Amazed at Abby's, Ned's and Caroline's increasing nautical vocabulary, I relented. "OK, but everyone has to wear life jackets... at least until we know for certain that she isn't too tight."

I had crewed on the Kennedy's *Mutt* several times over the years and felt fairly confi-

dent as to my abilities. All of which brings me to:

### The Second Rule of Beetle-dom:

*Easy to sail swell, hard to sail well.*

Such was the case with *Driftwood*. The first few excursions tested the mettle of both Captain and crew.

The Captain learned much about throat and peak halyards, topping lifts (or lack thereof), scandalizing, explosive gibes, centerboard adjustment and pinched sails. (Pinched sails? A digression: When reaching in a jib-headed boat, speed and heel angle are usually proportional to main and jib tightness. In layman's terms, the tighter you pull in the sails, the faster the boat goes and the more it tips over. NO SO WITH A CAT, KEMO-SABE! As we almost learned the hard way, pull in the sail TOO TIGHT (a different too tight) and the cat virtually stops sailing! The gaff rig likes the edge of her boom no more than a tad over the aftmost coaming.)

The crew learned to tolerate (well, sort of) the Captain barking orders, gnashing his teeth and wrenching his hair. We almost changed the name of the boat to: *Gan Scairteadh Amach*, Celtic for *No Yelling Allowed* (by the way, the motto of the Womanship Sailing School).

Through it all, a funny thing happened... the whole family fell in love with the forgiving and indestructible nature of the catboat. We were hooked.

The second week of vacation was filled with daytrips, twilight cruises and nonspecific messing about. Using *Driftwood* as one of the shuttle craft, a few of us Westport Point dads sponsored an overnight trip to No Name Island, one of the larger rocks sitting in the Westport River. We somehow figured the logistics of moving four adults and 17 kids plus all of the food, tents and clap-trap back and forth to that water-locked granite pile over two days and one night. (The generous use of Gene's father's 17-foot Tripp Angler helped considerably.)

One of the highlights of the island stay was the mastery of the fine art of dragging.

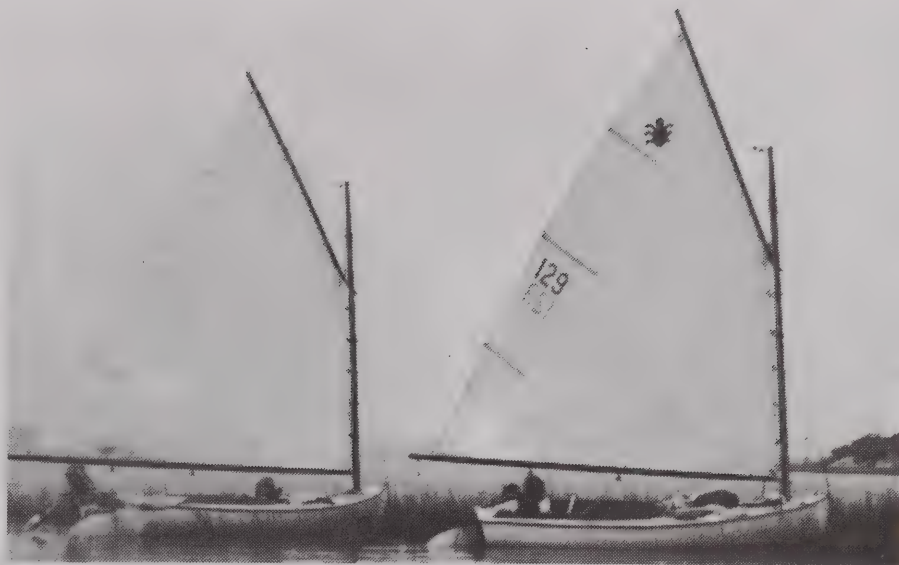
To drag, one secures a length of line, say 20 feet, to the stem of the sailboat. With the boat moving at maximum speed, the life preserver-clad children (sometimes adult) passengers jump one by one from the transom. Once wet, the jumpee must quickly grab the trailing drag rope or suffer the embarrassment of becoming fodder for a person-overboard drill. An expert in this sport can execute the jump-and-grab maneuver in a seamless single motion (known as the Grand Turk) and be back aboard the boat in a few minutes to repeat the process. Many have jumped, but few have become Masters of the Grand Turk.

### An August 19th to Remember

Unfortunately, all good things do come to an end. Saturday arrived and with it the finish line of my vacation...and in more ways than we could imagine.

Saturday nights mean one thing on Westport Point...family square-dance time! The Westport Point Square-Dancing Association sets up shop from 8:00 to 11:00 PM in the old Methodist Church Community Hall As corny as it sounds, nobody would miss Saturday squaring for the world.

However, this Saturday's festivities were tempered by the buzz that Hurricane Bob, re-



*Mutt and Driftwood explore the marshes together.*



The first batch of No-Name Island overnights awaits transport.

A camper full Angler (lead boat) skirts No-Name Island.



cently spawned off of Florida, was now setting its eye for the southern New England coast. Most of us were not even aware that a hurricane had formed. Now the blasted thing had Rhode Island and Massachusetts in its bombsites.

The number of squares grew smaller as the evening progressed. Word about Bob was spreading and boat owners in the group began to leave in ever-increasing numbers.

The forecasters predicted that Bob could arrive as early as Monday morning. A good night's sleep was the best preparation for what promised to be very busy Sunday as boaters either battered down or hauled out.

We decided to haul.

Both Beetles, *Driftwood* and *Mutt*, shared space at Slaughter's dock with Bompas Gene's Angler and our sailing pram *Splinter*.

On the tide, we mustered a work party and began the hauling process.

Slaughter's wharf sits in the marsh at the end of a gently sloped, grassy hill. On a high tide you can float the boats ashore and use cedar rollers (i.e., round fence posts) to move the small craft up the hill. Tom Slaughter's Jeep serves as the hauling engine.

We decided to pull the Beetles and the Angler up to the old apple tree, where legend has it the 1938 hurricane left its high water mark. All loose items, as well as *Splinter*, were removed and stored in the boathouse. The boats themselves were secured to the ground with nylon lines tied to stakes. Everything seemed ready for the blow.

And blow it did!

The full fury of Hurricane Bob passed right through the Westport/Dartmouth area on its way to the Cape that August Monday. Wind speeds in Westport reached a sustained 115 miles per hour with gusts to 145!

The Conways rode out the storm in our summer house, safely removed from the ocean's fury and about four blocks back from the Slaughter's. When the eye passed over and a brief calm prevailed, I jumped at the chance to run down to the dock to see how the boats had fared.

From a distance, all looked well. The Beetles were upright and roughly positioned where we left them. Bompas's Angler had not

moved. On closer inspection, however, it was clear that both *Driftwood* and *Mutt* had suffered considerable damage.

Large clods of grass and dirt were impaled on the tops of their masts. The hold-down ropes and stakes were gone. Apparently, the wind had blown under the boats such that they were dry-land "capsized." On the grassy lawn you could see where the mastheads had impaled the soil and scooped up the clods which now looked like mast mounted Osprey nests.

We speculated that when she "rightsized," *Mutt's* 3/4 inch plywood centerboard, having fallen through her trunk on the upswing, became trapped beneath hundreds of pounds of wet Beetle. As a result, the whole thing had folded and snapped off on the down-swing...lead counterweight, fittings and all.

*Driftwood's* crash landing had shattered her bow. In the process, most of her TOO TIGHT planks had sprung away from the boat at the stem end. She looked all the world like a Loony Toons Acme Exploding Cigar, after the fact. Fortunately, the rest of the boat had remained intact.

Well, I needed a winter project anyway.

### Horseneck Bridge Ahoy!

The traffic signals at the base of the bridge snapped me out of my reverie. The moment of truth had arrived. I felt like closing my eyes.

With no cars behind me, I slowed to a crawl and proceeded across the bridge. Off of the road and down the embankment to the right, the village of Westport Point emerged from the trees, as did Slaughter's dock and our tender *Splinter*...still tied up as if nothing had happened to her big sister.

Further along the bridge, the harbor began to creep into view. Heart and head pounding I strained to catch a glimpse of *Buckrammer*. For a moment, in the space where I thought *Buckrammer* should be, I saw neither ship nor wreck. Had she submerged and capsized?

The coffee and scones nearly came back the hard way.

Suddenly, *Buckrammer's* masthead hove

into view. Remarkably it was still attached to the rest of her mast and to an old catboat still very much afloat...in fact, afloat quite high above her normal waterline.

Mother Nature had played one last trick on Cap'n Conway. I had arrived at the dead low portion of a neap-tide. As a result, *Buckrammer's* mooring chain had an unusually "longer leash" than typical and she had drifted closer to the view-obscuring bridge.

Hallelujah! Coffee and scones slowly returned to their rightful places.

Now to solve the mystery. What the hell had happened?

As per the plan, I "hung a U-ie" at the far side of the bridge and headed for Slaughter's dock. When I got there I discovered that *Splinter* was nearly half full of rainwater. Her absolutely waterproof System Three epoxy seams did as good a job holding the rainwater in as they did in keeping the sea water out.

Rather than fool around with bailing, I hoisted the little pram up onto the dock, tipped her over and sent 50 gallons of sweet bilge water back home. The oars were pulled from beneath the seat and mounted into the horns. I gingerly stepped in (no sense getting wet at the dock) and off we went.

This first trip would be tool-less. I just wanted to survey the damage and formulate a "where do I go from here" plan.

Just a few weeks before I had completely unloaded, unrigged and stripped everything but the essentials, such as tools and fire extinguishers, from *Buckrammer* in advance of her winter hauling. So the focus of my concern now centered on her Westerbeke engine and electrical system.

The Harbormaster's words that "she was awash nearly to the coaming," if accurate, meant that the engine and all of the power electronics were probably toast...and soggy toast at that. Whatever the case, I'd know in a few minutes.

Skunch! *Splinter* had run aground! I used an oar to fend off of the mud flat.

Sklooch! I had done it again! Blast!

Slaughter's dock lies in a small cove formed by the footing for the bridge on one side and by the land of the Point on the other. Just my luck! The neap-tide had drained away nearly all of the navigable water from the place. Under the circumstances, the indignity of running aground a few times made the row out to mooring number eight much more aggravating than usual.

Finally, *Splinter* pulled alongside her older sibling and I made them both fast. *Buckrammer* was floating well above her normal waterline so I assumed that she no longer held much water. Nevertheless, I exited from *Splinter* as gingerly as I had boarded her. Stepping onto a seat-top in the wonderfully large cockpit that makes an old Cape Cod catboat what she is, I half expected that her cockpit sole might be awash.

Everything looked as I had left it. The engine hatch was still in place. The louvered panel doors of the doghouse were still closed and locked. The cockpit seats were in position, as were their cushions.

"If the water had reached the coaming, the cushions would have floated around," I thought, "Looks like Richie Earle figured the water level a bit higher than it actually was. This is good news!"

I unlocked the doghouse and swung open the doors. The floorboards and berthboards

Unlike this Alden yawl, *Mutt* and *Driftwood* survived Hurricane Bob.



were in disarray below. Clearly the water had reached berth level. Through the skewed floorboards of the cabin sole I could see that the bilges now held only a swish of sea water. This was in keeping with what I expected from the drip leak near the centerboard. The automatic pump in the cabin's bilge looked fine, but I decided to remove its cover and take a look anyway.

The unit's internal float switch was stuck in the up or ON position. Obviously this little guy had experienced a high water level and had either been unable to keep up with the tide or had stuck ON until its battery had drained or its motor had burned out. I poked the float and it flopped down into OFF. I pushed it back up expecting it to stick but it didn't...hmmm, an intermittent failure.

"Time to see what's left of the motor," I spoke aloud to myself.

A 1976 vintage Westerbeke 4-60 15 HP engine serves as the boat's auxiliary. Ever since I had bought the boat, the engine had started on the first try and had run like the proverbial watch. I felt sick to think that it might now be nothing more than a mooring block in the making.

Yet I did hold out some shred of hope.

The same gaskets and seals that keep engine oil and water safely contained within the block can accomplish the reverse just as well. As long as the water level had not reached the air intake manifold, there might be only minimal damage.

The engine hatch on *Buckrammer* is a two-part affair consisting of: 1) A large, partial cover flush to the cockpit sole and 2) a raised box cover centered on an opening in the flush cover.

This system allows limited yet ready engine access through the box cover (for quick checks of oil and water levels, belts, etc.) and full access to the engine and transmission with the removal of both covers.

Expecting the worst, I removed both covers.

To Be Continued



Had *Buckrammer's* engine, Old Red, survived?

#### Resources Mentioned in TFMATC-II

1. Perry's Bakery, 1037 Main Rd., Westport, MA 02790, 508-636-8858.
2. Tristan Jones' Books, Sheridan House, Inc., 145 Palisade St., Dobbs Ferry, NY 10522.
3. *A Life in Boats, The Concordia Years*, by Waldo Howland, Armchair Sailor Bookstore, 543 Thames St., Newport, RI, 401-847-4252.
4. Womanship Sailing School, 410 Severn Ave., Annapolis, MD 21403, 1-800-342-9295.
5. Tripp Angler Boats, F.L. Tripp & Sons, Cherry & Webb Rd., Westport, MA 02791, 508-636-4058.
6. System Three Resins, Inc., P.O. Box 70436, Seattle, WA 98107, 206782-7976.
7. Westerbeke Marine Engines, Avon Industrial Park, Avon, MA, 508-588-7700.

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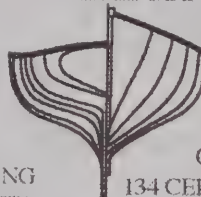
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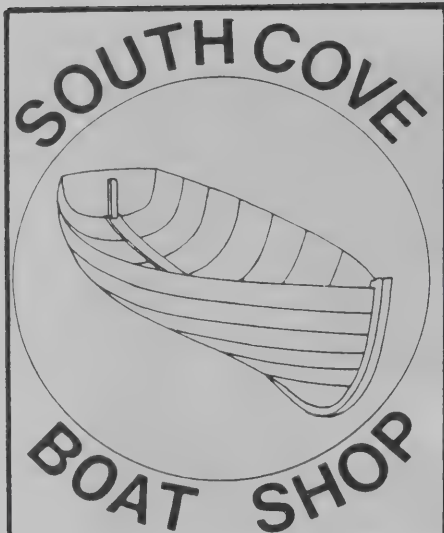
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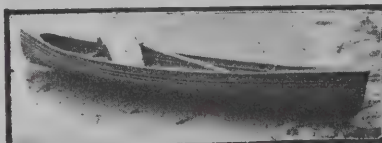


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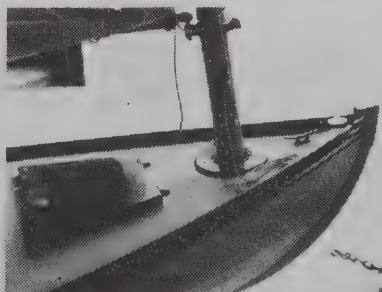
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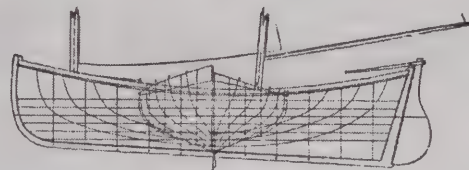
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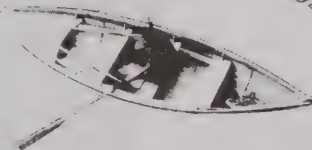
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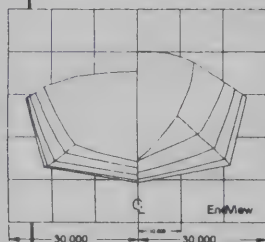
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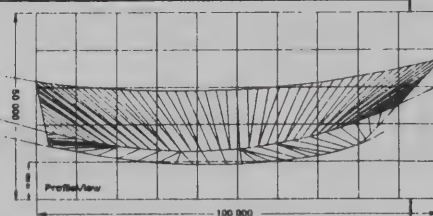
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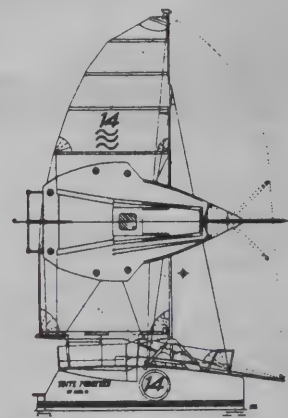
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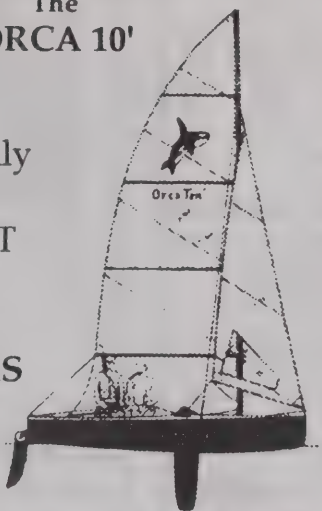
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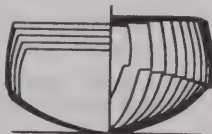
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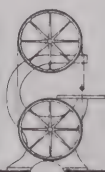
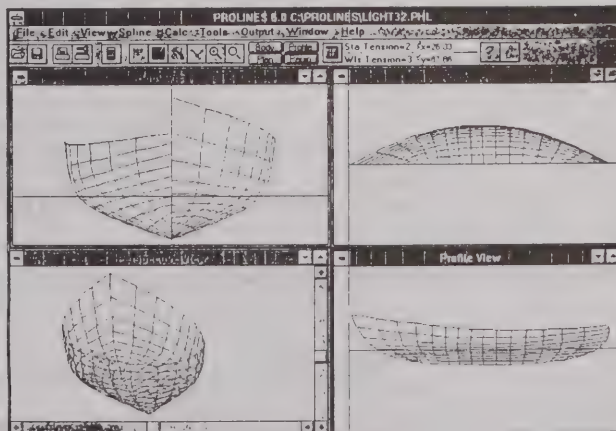
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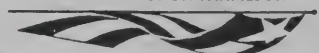


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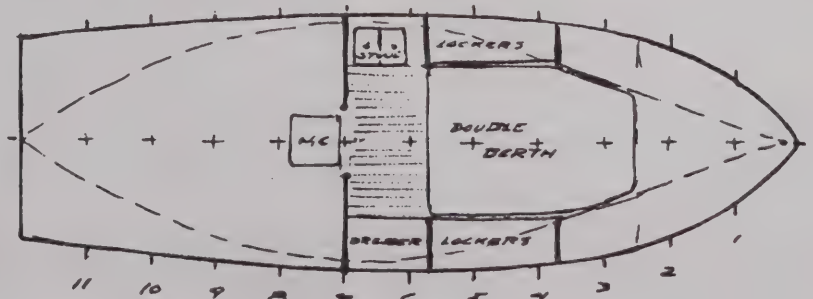
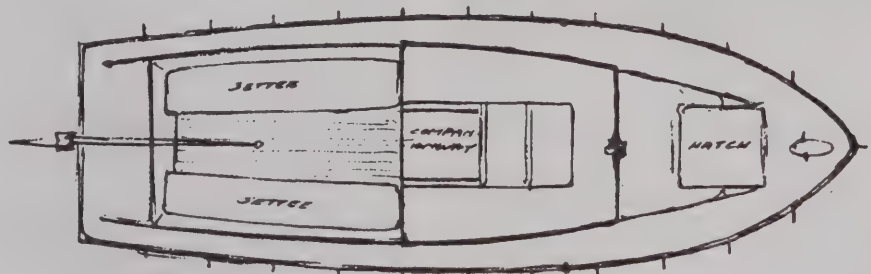
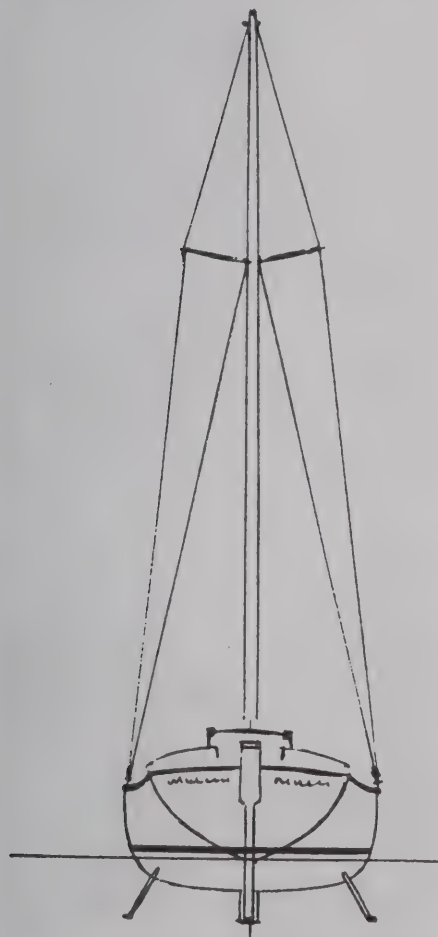
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**16' Stratford Dory**, FG '77, w/25hp Johnson OB & '79 galv Holsclaw trlr, \$2,000.

HARGY HEAP, 5 Meadow Rue Ct, Yarmouth, ME 04096, (207) 846-3277. (1)

**16' Alden Appledore Pod**, FG sailing model w/rudder, dagger board, sail, rigging, gunwale mounted oar locks & 7'6" oars. Exc cond. \$3,550 new, asking \$2,800. Also 9'9" Oars and Oarmaster, \$275. HARGY HEAP, 5 Meadow Rue Ct, Yarmouth, ME 04096, (207) 846-3277. (1)

**18' 2-Man Kayak**, aircraft dacron over ash frame, w/paddles & flotation bags. Looks like a Klepper, but isn't. \$250.

DAVE DAWSON, Allentown, PA, (610) 767-7851. (1)

**'38 Yankee 30 Sloop**, mahogany on Oak. Main, genoa, and working jib all in grt cond. Cabin slps 2, many recent upgrades and renovations both structural & cosmetic. W/cradle, Spartan engine mount, solar panel and compl elec sytem, incl bilge pump & running lights, complete ground tackle, life jackets, fenders, all bronze hardware, & more. Beautiful boat, nice amount of brightwork. Vy comfortable to sail. Fast & stable. A classic racing boat. LOA 30'6", Beam 6'9", Draft 4'6", \$6,500OBO. MICHAEL LaVECCHIA, 27 Lakeshore Dr., Colchester, Vt. 05446, (802) 864-7573. (1)

**Black Skimmer**, leeboard sharpie cat yawl designed by Phil Bolger, in gd cond. Plywood/epoxy, sails, head, 6hp Evinrude, trlr & assorted accessories, \$7,500.

JAY BLAKE, Newbury, MA, (508) 462-7847. (1)



**31' Pacemaker, Pelican**. Sell @ \$9,750 or will take smaller boat towards price or trade even if value approx same. '66 classic FB SF solid mahogany/oak in gd cond w/well cared for 260hp V8 installed new '83. Slps 4, galley, dual controls, encl head, VHF's, CB, Faths, solar pnl's. Seeking sailboat abt 20'-30' or small powerboat w/cuddy. Nd to sell, was grt fun, too big for current nds. Bldg new house inland. 3rd owner.

ED CASS, 122 Stacy Ln., Eliot, ME 03903, (207) 748-0929. (24)

**9' Dyer Dhow**, '86 sailing version. Exc cond.

**23' AMF/Paceship '77**, 3 sails, some Coast Guard equipment. Wheel steering, cabin cushions, anchor. Grt cond. \$2,850.

DAVID SOLTESZ, 5N3 ArborGreen, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (1)

**Compac 16XL**, '94. Either you know or you don't! Perfect in all respects. Furling jib, 5hp kicker, etc. Regretfully & fairly offered @ \$7,900, incl Hutchins trlr. Delivery possible. Would consider trade for vy nice 10'-12' cat/similar & cash. Offers?

MALCOLM RINGEL, St. Michaels, MD, (410) 745-6170. (1)

**23' International Star**, #3042, '50. Nds work. 3 sets sails, trlr. \$300 or trade for canoe.

JEFF POTTER, Williamston, MI, (517) 347-1689. (1)

**17' O'Day Daysailer**, '77. Dacron main & jib, dbl FG hull w/extras, galv trlr w/new tires & spare. Moving. \$1,800.

D.W. MORRIS, Raleigh, NC, (919) 782-3812. (1)

**16' Alden Ocean Shell**, '84, exc cond. White hull, blue interior, alum riggers, wood oars. \$1,000.

FRED WELLS, Ipswich, MA, (508) 356-2504. (1)

**Gaff Rigged Catboat**, 20'x 8'x 18", blt '57 by G.F. Carter. Cuddy cabin. Gd restoration project. \$200. H12-1/2, basket case, no rig, hrdwre or ballast. Free. R. HOLZMACHER, Babylon, NY, (516) 661-0294. (1)

**17' Mud Hen**, sharpie style sailboat. Easily sailed, cat rigged, grt family boat. Galv trlr, electr trolling motor w/Diehard battery mounts in inside motor well. \$2,100 OBO.

HAL ZIEGLER, 27 Lake Dr., New Milford, CT 06776, (203) 354-0064. (1)

**Brewer 6B 22' Cat Yawl**, 4.5hp Merc, Holsclaw trlr. Ply/FG, only nds bottom paint. Also have ketch sails. \$4,000/offers, want to build another boat.

STAN BLAKE, 44 Ichabod Ln., Hampden, ME 04444, (207) 862-3414. (1)

**18' Lowell Sailing Surf Dory**, w/6hp Evinrude & galv trlr. Compl w/main, jib, Sitka spruce mast, alum CB, flrlds, rigging & hrdwre. Vy gd cond. Classic traditional rig ready to go. Stored inside in Lovell, ME.

KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (1)

**Boston Whaler**, '70 Menemsha, 17' Montauk w/ small cuddy cabin, V-berth, head, fishwell. Incl '87 Mariner 90hp & trlr. Nds slip covers, could use new rubstrake, other minor things. Used all last summer. 1st \$5,500. **Folding Canoe**, 16-1/2' Ally, folds into 1 lg duffle bag. Rated for whitewater, seldom used. Cost \$2,000+, sell \$750 firm.

FRANK CLOUSE, Worcester, MA, (508) 791-4766. (1)

**21' Sea Pearl**, leeboard model, w/new sails, ballast tanks, goosenecks, teak trim, hard & soft covers, lazarette deck, trlr w/recent springs, axle & wheels, 4hp long shaft Evinrude.

MATT MALOY, Largo, FL, (813) 393-4221. (1)

**Herreshoff Meadowlark**, '60, in water. Cedar & long leaf pine on oak. Sound. \$6,000.

ROBERT SWEENEY, Waretown, NJ, (609) 971-1342. (24)

**FG Star #5995**, Bachnam hull, Sportech mast & boom, Harken hrdwre, North sails, galv trlr. Nds nothing. \$1,500.

RON SILLIMAN, New London, NH, (603) 526-9363. (24)

**Recent Trades**, 14' Precision, 16' ComPac, 16' Newport, 16' Crawford dory, 17' Bristol skiff, 21' Precision.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (24)

**14' Penn Yan Runabout**, wood/canvas w/deck & folding seats. Don't know age, possibly early '50's or earlier. \$250.

DAVID GILROY, E. Granby, CT, (860) 658-9972. (1)

**12' Old Town Sportboat**, '54, cedar & canvas. Just restored. 4' beam w/'63 6hp Evinrude & trlr. \$2,500. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (1)

**17'6" Folbot Double Kayak**, a project boat. Hull not bad but nds new deck. Incl 2 paddles. \$125.

RICHARD DOWNES, 170 River St., Weymouth, MA 02191. (1)

**10' Plywood Catboat**, Turnabout, nds paint & some caulking. Free.

DON FARSON, Verona, NJ, (201) 239-1793. (1)

**Typhoon Sloop**, exc cond. 18'6"loa, 2'7" draft. Blt '82. 3 yr old sails, 3hp Yamaha OB '92. Located Osterville, MA. \$6,000.

T. HORNOR, Osterville, MA, (508) 428-2301, Fax (508) 428-1424. (1)

**14'4" Sturdy Cat**, FG catboat in vy gd cond. Fast fun. New sail & rigging, '94 Dilly tilt trlr, British Seagull OB, boom trim. \$4,000. Located in Marion, MA.

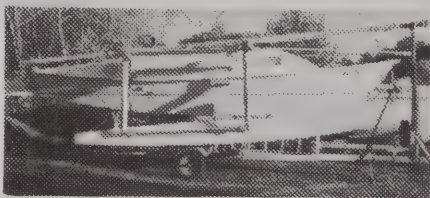
JACK LEVINS, Franklin, MA, (508) 528-0394. (1)

**9' Kayak**, whitewater, w/paddle & spray skirt. Gd cond, new paint job. \$250.

JIM MORAN, 140 Ardmore St., Hamden, CT 06517, (203) 288-9479. (1)

**Lark Dory**, beautifully finished 8' skiff. Plywood/FG constr, bronze fastenings, mahogany trim. Oars incl. Ideal small tender or child's 1st boat. \$250. **Shellback Dinghy**, presently under constr, can be finished to owner's specs. Model available for inspection. Okoume plywood/FG constr, bronze fastened, mahogany trim. Can be finished as rowing or sailing model. Vy reasonable price, a portion of which can be tax deductible.

JOHN CHANDLER, Hamilton, MA, (508) 468-4415 days, (508) 468-2872 eves, wknds. (1)



**23' Folding Tremolino Trimaran**, FG w/Hobie amas & rig, new mainsail, furling jib (CDI Furler w/larger jib available for \$500 extra). Enclosed cockpit w/hard seats, cockpit tent, lots of extra custom features, 4hp Mariner OB, modified trlr. A bargain @ \$7,500.

BILL MEREDITH, P.O. Box 1383, Concord, NH 03302-1383, (603) 224-0551. (1)

**Sea Pearl 21**, cat ketch w/water ballast, vangs, tonneau cover & convert top. Teak & holly sole, teak rubrails & trim. Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/brg buddies & spare wheel, OB motor bracket. Exc cond. \$4,700. New '95 Honda 2hp 4-stroke OB, less than 10 hrs. \$500.

S. PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (1)

**18' Cape Cod Knockabout**, hull #204, blt '20's. Vy gd cond, extensive renovations in '94, main, jib & new colorful spinnaker, 2hp Johnson, trlr. Sails beautifully & vy pleasing to the eye. \$3,600 OBO. Going to bigger boat.

GREG LYONS, Hull, MA, (617) 925-4145. (1)

**E.M. White Canoe**, 18'4" Guide Model w/1928 nameplate. Restored to A-1 cond. \$1,050.

J. G. ANTHONY, Wakefield, RI, (401) 783-2199 aft 7pm. (1P)

**Small Boats:** Sailing Dinghy, Nutshell pram type, 10'2", Norway '61. Hot molded mahogany, lug rig & oars. One owner, exc cond. \$1,500. O'Day 11' Mini-Scow, Topper clone, FG 90lbs. Fast. \$550. 15' Canoe, FG w/mahog coaming, yellow gelcoat, alum keel strip. 80lbs, exc. \$350. 8' Wave Ski. \$175. JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (24)



**17' Mahogany Recreation & Fishing OB Utility Boat**, custom blt '94. Shelter cabin & stand-up canvas camper top. Used 1 season in "Exploring America's Waterways" program. Plans taken from famous T.N. Simmons Sea Skiff of NC. Thoroughly proven design from 36 yrs ocean fishing, water skiing, all purpose OB use. Compl w/trlr & 33hp Evinrude OB. Completely functional, beautiful to see, best known for its seaworthiness & high spirited performance. Call or write for details. GEORGE CLARK, 459 Sherrill Rd., Sherrill, NY 13461, (315) 361-5425. (1)



**17' Nahant Dory**, from Gardner book. Blt '91, modern constr, 130lbs empty, sailing rig. \$2,000. S.A. MITCHELL, 200 Millstone Dr., Frogmore, SC 29920, (803) 838-3742. (24)



**Gaff Sloop**, 21'x 7'3", blt '92. McIntosh hull design. Pine on oak, copper fastened. Tabernacle mast, shallow keel. Slps 2, daysails 5. Ruggedly handsome boat w/solid feel. On trlr. Asking \$5,500. MATTLYFORD, Exeter, NH, (603) 778-7844. (24)



**Jabberwock**, 23' pocket cruiser designed '33 by W. Starling Burgess & Wm. Atkin. Restored over past 7 yrs. Slps 2, big cockpit, galley, sink, head, VHF, 6hp Farymann diesel IB. Shoulder injury has kept me off the water but *Jabberwock* nds to get back in. A true classic, a delight to sail. Asking \$3,500. TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (24)



**Adirondack Guideboat**, 14' authentic wooden Grant pattern. Natural finish. Incl caned seats & backrest, yoke, oars & all brass trim. \$5,000. JAMES BYRNES, Greenville, NY, (315) 393-7831 after 5/1/96. (1)

**Great Dane 28**, full keel FG cruising sloop. Hull design similar to folkboat. Volvo diesel, 4 sails, teak cockpit, Aries self steering, inflatable dinghy. Gd livaboard. Nds engine work and TLC. \$8,500 OBO. Will consider trades for smaller trailerable sail. **Sunfish Hull**, damaged, free to gd home. WALTER CROCKER, Summerville, SC, (803) 873-7718. E-mail jcrocker@awod.com. (1)



**Classic Tugboats:** 1 - 9' Micro Tug w/6hp Evinrude, on trlr. \$3,850. 1 - 9' Micro Tug w/3hp electric motor, on trlr. \$2,950. 1 - 9' Micro Tug w/3hp Evinrude, on trlr. \$3,250. 1 - 10' Micro Tug w/28hp Evinrude, on trlr. \$6,750. 1 - 14' Mini-Tug w/10hp electric IB, on trlr. \$23,650. 1 - 16' Mini-Tug twin screw electric w/6 hp Evinrude back-up, on tandem-wheeled trlr. \$17,500. All these tugs are prototype boats, built from computerdesigned plans and have been used from 3 to 10 hrs ea. Send SASE for additional information. BERKELEY EASTMAN, 1640 Reche Road, Fallbrook, CA 92028, (619) 723-8234. (1)

**Capri 18, Trivial Pursuit**, shoal draft cruiser for 2, daysail 4. R/F jib, mounted boarding ladder, customized trlr, grt OB, etc. \$5,500 incl mooring in Marblehead, MA (Salem hbr nr town landing) & spring launch. ISAAC SIEGEL, Billerica, MA, (508) 436-3182, lv message. (1)

**16' Whisp, Will O'** blt w/care by John Wermescher. Fancy paint & brightwork, sail rig & oars. Redmond design, hull only 87lbs. \$2,500. JOHN ROWLAND, 1530 Newstock Rd., Weaverville, NC 28787, (704) 645-5440, johnro@aol.com. (1)

**'93 Sea Pearl 21**, lee bds, water ballast, Bruce anchor, Nissan 3.5hp OB, compass, varnished teak rails, trlr, cover & many extras. A Sea Pearl can be anything from a single handed day sailor to an expedition grade beach cruiser. \$5,500. JOHN TRUSSELL, P.O. Box 11066, Columbia, SC 29211, (803) 737-0052 work, (803) 776-5822 home. (1)



**30' Classic Robert Rich Trunk Cabin Sport Fisherman**, blt '54. Mahogany on oak, bronze fastened, much restoration work has been done to hull & interior teak decks. Power is V8 Chevy gas engine boatyard maintained in gd running order. Slps 3, SS galley & icebox, VHF radio, most original hrdwre for outriggers, etc., orig fighting chair, gin pole, much more. Price reduced from \$12,500 to \$5,500 for quick sale. STEVE WILLARD, 64 Orne St., Marblehead, MA 01945, (617) 631-8462. (24)

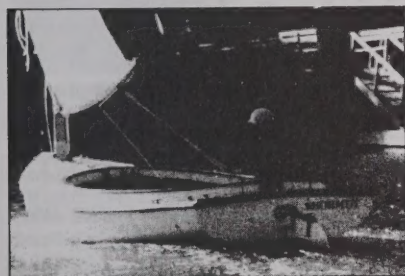


**Mystic Island Cutter #9**, '49. 27' LOD. Compl restored '95. New sails, new 18hp Yanmar diesel. Slps 4. Incl marine radio, loran, Skippy stove, ice box, etc. Located in ME. HENRY KOHN, Hardwick, MA, (413) 967-7391. (24)

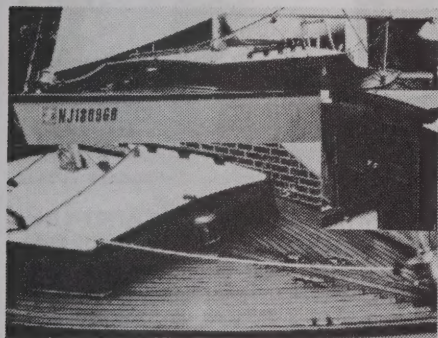
**20' Henley Sailboat**, fin keel, stable, fast. \$5,900. MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)



**Stonington Pulling Boat**, beautiful lines, solid, teak seat, rub rail & trim, compl w/Shaw & Tenney oars, sliding seat & trlr. Boat in exc cond, trlr okay. \$1,100. JIM FOX, Westport, CT, (203) 762-5511. (1)



**'93 Arey's Pond 14' Cape Cod Cat**, \$10,000. Pristine cond, inside winter storage. Sailed in N. Chesapeake Bay, fresh water. Tlr, 5hp Merc, other extras. Deliver Cape Cod or vicinity DE, MD. STANLEY FAULDS, Wilmington, DE, (302) 998-1352 or APBY, (508) 255-0994. (1)

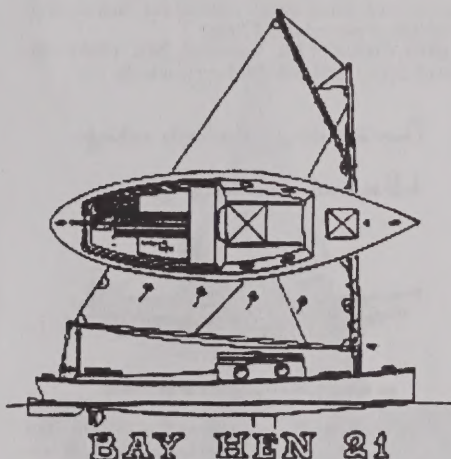


**18' Custom Daysailer**, cuddy cabin classic in mahogany & brass. Planked deck, roller furl. Ready to sail. Incl trlr. \$9,500. JOHN PEROTTI, Landisville, NJ, (609) 327-6767. (1)



**Swampscott Dory**, 14' white lapstrake hull, 2 rowing stations. Sail, row, motor. Extensive solid mahogany woodwork, all custom made bronze hrdwre, brand new 2pc alum mast & boom, 95sf Thurston sail, sailbag. Galv trlr w/new spare, rim, hitch key lock, crank jack stand on wheel, extra rollers, trailer straps. \$1,995. DENNIS GANTT, Warwick, RI, (401) 463-5484. (1)

**35' Schooner**, David Stevens design (scaled down version of the 47' *Atlantica*; see Peter Carnahan's book *Schooner Master*), blt '72 by Ruben Carpenter in Newfoundland; pine plank on oak frame copper riveted, lead ballst; hull basically in gd shape (never been out of water) but nds cleanup, cosmetics, refit. **24' Shoal Draft CB Sloop**, lead ballast, board drops through, lg open cockpit, overhang stern, vy pretty boat, exc daysailer, vy gd cond. \$2,500. **25' Frisco Flyer Sloop**, similar to & slightly larger than Folkboat) blt by Cheoy Lee '61, teak plank copper riveted, iron ballast, slps 4 in lg open interior, rebuildable single cyl gas IB, spruce spars, recent tanbark main, jib & genoa, roller furling gear; gd cond but nds repair on aft 6' of deck. \$3,000. **42' Rhodes Yawl**, top constr by Burmester '57. Sister to *Altair* & *Thor* (see Henderson pps.251ff). mahogany hull, teak decks, house, interior, bronze web frames, strapping, knees, varnished spruce spars. FULL SEA, Greenport, NY, (516) 734-7409. (24)



**21' Bay Hen**, '84, gaff rigged FG sharpie in gd cond w/trlr. Blt by Florida Bay Boat Co. Teak toerails & bowsprit, small cabin, spacious cockpit. Shallow draft (9" board up, 3'6" board down) makes this a grt daysailer or camp cruiser, especially gd for sneaking into shallow coves & inlets. Mast on tabernacle. Can be off trlr and fully rigged in 10 min. Weight 900lbs. \$4,400. GREG STONE, 1346 Drift Rd., Westport, MA 02790, (508) 636-4291. (1)



**32' Historic 3-Log Canoe**, blt Poquoson, VA 1890. Dacron main & jib w/covers, 1914 Grey Marine engine (runs well), 8' beam, 18" draft w/board up, 36" down. In water in vy gd cond. Truly "one of a kind". \$11,000. JOSEPH FEHRER, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (1)

**14' Javelin**, new. \$3,695. MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)



**25' Van Dine Tancook Whaler**, '74, w/trlr. 8hp Evinrude in well. \$6,700. Located in central MA. HENRY KOHN JR., Hardwick, MA, (413) 967-7391. (24)

#### BOATS WANTED

**28' Sea Pearl**. NANCY THOMPSON, Sherwood, MI, (616) 432-2814. (24)

**Bolger Micro, Long Micro or AS-19**. GEORGE HAECKER, Omaha, NE, (402) 558-6479. (24)

**Haven 12-1/2**, in any cond. Looking for sound boat in nd of TLC. JOHN PAGE, Arlington, MA, (617) 860-8106, please lv message. (24)

**Klepper Double Folding Kayak**, sailing rig a plus. BILL BROWN, 5367 Fair Oaks St., Pittsburgh, PA 15217, e-mail BROWN@Law.Pitt.edu., (412) 621-1011. (1)

**23'-26' Power Boat**, w/cuddy. Gd to repairable cond. Bass boat type would be nice, but not required. NED COSTELLO, Middle Haddam, CT, (860) 267-6847. (24)

**25' Van Dine Tancook Whaler**, or **21' Crotch Island Pinky**, blt by Peter Van Dine. MIKE O'BRIEN, P.O. Box 98, Brooklin, ME 04616, (207) 359-4651. (24)

**San Francisco Bay Great Pelican**, wood or FG, any cond. CAPT. J. MILANOWSKI, 2273 Ottawa Beach Rd., Holland, MI 49424, (616) 399-4642. (1)

**12'-14' FG Catboat**. DAVID CROSBY, 51 Bridge St., Osterville, MA 02655, (508) 428-6690. (1)

**Cape Dory 10' Dinghy**, w/sailrig. JOHN ZITTEL, Mystic, CT, (860) 572-9950, email JZittel@delphi.com. (1)

#### SALES & RIGGING FOR SALE

**59' Spruce Masts (2)**, one oval section, tapered, varnished, exc cond, no rigging. \$1,500. One rectangular section, tapered, compl rigging & 24' roller reef boom. \$1,200. FULL SEA, Greenport, NY, (516) 734-7409. (24)

**Klepper M1 Drift Sail**, 14sf, 6lbs, 4'6" in bag. Used 1 season, brand new cond. Compl w/alum mast in 2 sections, boom & blue canvas sail bag. Cost \$390, will consider \$250 negotiable. MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (24)

**Used Sailboard Sails**, 4 from 5m to 6.5m in grt to exc cond. No battens. Grt for mini-tris./ \$49.50 ea +\$4.75 S&H. Spinnaker, for Chrysler Mutineer, new cond. \$49.50 + \$4.50 S&H.  
GERARD VAN WYK, The Mooring, 2809 Porter, Grandville, MI 49418. (1)

**Sailrite Genoa**, 15' hoist, 7'3" foot, 13'6" leach. 4.5oz Dacron. Never used. W/bag. \$150.  
J.G. ANTHONY, Wakefield, RI, (401) 783-2199 aft 7pm. (1P)

**Laser Rig**, sail, 2pc mast, boom, sailbag & battens. Exc cond. \$175.  
MARSHALL SMITH, 1 Eastwood Dr., N. Granby, CT 06060, (860) 653-2328. (1)

**Sails & Spars**: New Main, luff 13'7", foot 10'. Asking \$250. New Main, luff 20'6", foot 9'9". Asking \$350. New Jib, luff 18', foot 7', leech 15'8". Asking \$100. 6-1/2' Spinnaker/Whisker Pole, spruce, gd cond. Asking \$75. Alum Mast, dent in bottom, could be cut down or sleeved. Incl SS rigging & turnbuckles. Asking \$100. Schaeffer Blocks, 2 traveler end double blocks, for 1" track. \$20.  
RON SILLIMAN, New London, NH, (603) 526-9363. (24)

**Balanced Lugsails**, main 74sf, mizzen 20sf. 8.5 Egyptian dacron used only few hrs. Re-cut once. \$290 plus shipping.  
HARRY BROADY, Harrison, OH, (513) 367-5528. (24)

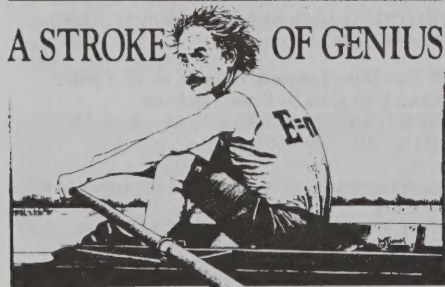
**2 Suits Sails**, from 38' Hillyard cutter being salvaged.  
MICHAEL TATRO, Isleboro, ME, (207) 734-6476 aft 5pm. (1P)

#### SALES & RIGGING WANTED

**Pearson Electra Mainsail**, gd used cond, 23.5' luff, 9'9" foot.  
KENT ALLYN, 110-B Raynes Neck Rd, York, ME 03909, (207) 363-1625. (24)

**Sea Eagle Sail Rig**, for SE-8 inflatable.  
NEIL FOLSOM, Old Orchard Beach, ME, (207) 934-2309. (24)

#### GEAR FOR SALE



**Row Smart in our Genius T-Shirt**. 100% grey, heavyweight cotton, 2-color graphics. Sizes: M, L, XL & XXL. T-shirt \$16, add \$2 for XXL. Grey sweatshirt \$34, add \$1 XXL. \$4 S&H when you mention *Messing About in Boats*. TOLL FREE 1-800-985-4421, fax 207-985-7633. VISA, MC, American Express. Color catalog of rowing gear \$2.  
WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA

**Building a Trailer?** 2pr wheel sets. Tires are 16.5 x 6.5-8. Sets incl alum hubs, bearings, spindles, seals & caps. All new & unused. \$35/pr. \$60/2prs. Motorcycle spring/damper units @ \$10/pr.  
GARRY OSBORN, Stamford, CT, (203) 322-2352. (1)

**Pre-Cut Planking**, for "Little Cat" 14' sailing dinghy. Bruynzeel "Regina" 6mm marine plywood. Compl plans & spec booklet. \$1.425.  
TONY DIAS, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165. (24)

**Tools: 9" Dual Disc Sander**, on stand. Asking \$85. Precision Vise & Dewalt Combo Grinder & Wire Wheel, w/slow speed top mounted wheel, on Small Bench. Asking \$150. New Combo Wet Grinder. Half price at \$125.  
RON SILLIMAN, New London, NH, (603) 526-9363. (24)

**Used Gear**: Loran C handbook & video \$10. 14"x 15"x 1" 3-blade bronze prop \$75. 13"x 11"x 7/8" 3-blade bronze prop \$50. Bronze intake strainer thru hull \$5. Chrome runabout step pads (4) \$25. Antique bronze twin lever engine controls \$20. Small Harken style vents (2) \$20. Chrome shift handle \$10. Chris Craft chrome chocks (2) \$15. Runabout steering wheel, column, box, drag link w/on-wheel controls \$40. Group 24 battery box \$5. Numerous small hrdwre items.  
RON SILLIMAN, New London, NH, (603) 526-9363. (24)

**Brownell Boat Stands**, 2 pr w/chains. Brand new, never used. Short model suitable for shallow draft sailboat or powerboat. \$70/pr.  
JOHN CHANDLER, Hamilton, MA, (508) 468-4415 days, (508) 468-2872 eves, wknds. (1)

There is nothing— absolutely nothing—

half so much worth doing



as simply messing about in boats.

**T-SHIRTS** featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.  
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

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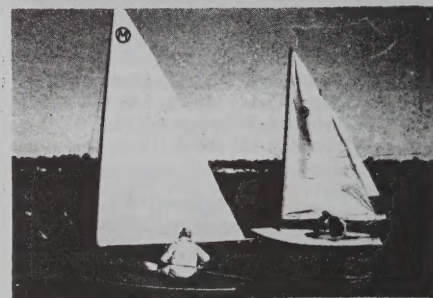
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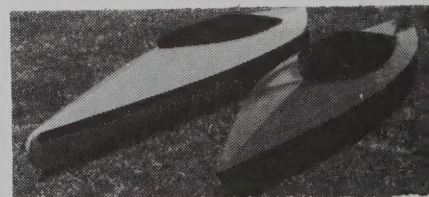
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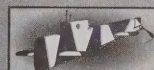
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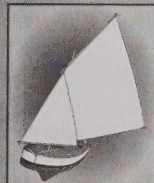
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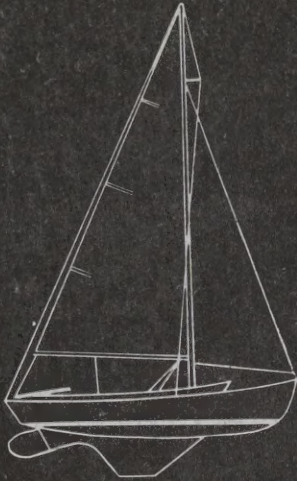
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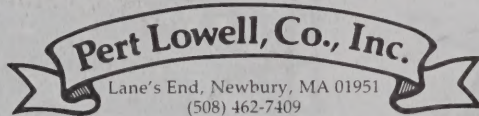
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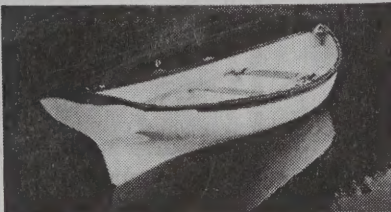


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